

# 17<sup>TH</sup> STREET STUDY PROPOSED REDEVELOPMENT PLAN

DECEMBER 18, 2002



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## **ADDENDUM 1.0**

### **MIAMI BEACH BOTANICAL GARDENS**

The following addendum is to describe a change to the Proposed Redevelopment Plan as illustrated through text and graphics in the following document. The report is a summary of the recommendations and plan of action for the City of Miami Beach from Zyscovich, Inc. for the redevelopment of the area surrounding 17<sup>th</sup> Street. Since this study and report was drafted, a resolution was made by the City Commission on June 14, 2002 to maintain the current location of the Miami Beach Botanical Gardens. This resolution is illustrated in this addendum in lieu of altering the entire report.

Although the report recommends that the Botanical Gardens be moved from its current location on Convention Center Drive adjacent to the Holocaust memorial, on June 14, 2002 the City Commission voted not to relocate the Gardens. The following graphics illustrate the final resolution. The parking lot next to TOPA would be used for an alternative civic use related to the proposed park space on the 17<sup>th</sup> Street parking lots, and the current location of the Botanical Gardens would remain (see Commission Meeting June 14, 2002; Appendix III, section 9).



*Proposed Master Plan Revised*



*Proposed Master Plan - Revised*

*Proposed  
Civic use &  
Park*



*Central Park Space*



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## PROPOSED AMENDMENTS TO THE CITY CENTER AREA REDEVELOPMENT PLAN

### BACKGROUND

The 332-acre City Center/Historic Convention Village Redevelopment and Revitalization Area (City Center) was established in 1993 as a result of a ten-year master plan in collaboration with Wallace Roberts Todd, Planners. The intention of that plan was the revitalization of the area surrounding the Miami Beach Convention Center and Lincoln Road as well as the fostering of new convention-quality hotel development and necessary linkages to the Convention Center, other core facilities, and nearby cultural amenities.

Within a remarkably short period of time as a result of combined public and private investment initiatives, much of the City Center Plan has been achieved. These achievements included:

- the building of the Loews Miami Beach Hotel, an 800-room convention-headquarter hotel on an Agency-owned site located at Collins Avenue and 16th Street;
- the recently completed Royal Palm Crowne Plaza Resort, the first African-American owned hotel in the United States, also built on land assembled by the Agency;
- the construction of the Anchor Shops and Parking Garage, an 800-space public parking garage designed to accommodate the Loews Miami Beach Hotel, the Royal Palm Crowne Plaza, other service and retail businesses in the area, including 21,000 square feet of ancillary retail
- an \$18 million renovation of Lincoln Road, partially funded through Lincoln Road businesses

- the design and engineering for the extension from 21st Street to Lummus Park of the Beachwalk
- The implementation of a Cultural Arts Campus Master Plan in the area east of the Convention Center to include a new regional library, a parking facility, an expansion and renovation of the Bass Museum of Art, and the re-landscaping of Collins Park.

Other projects currently underway include:

- the restoration and renovation of the Colony Theater
- the Flamingo / Lumus Streetscape Beautification proposal
- the Espanola Way Plaza / Drexel Avenue Streetscape Beautification proposal
- the 17<sup>th</sup> Street Master Plan by Zyscovich, Inc., which updates the existing City Center Redevelopment Plan.



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**17th Street Area of Study**  
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## PROPOSED REDEVELOPMENT PLAN AMENDMENTS

The initial purpose of the 2001 17<sup>th</sup> Street Redevelopment study was to identify appropriate uses for the two central blocks of the City's Convention Center District and to address the expansion needs of the New World Symphony (NWS). The two 17<sup>th</sup> Street lots are currently used for surface parking; a portion of which are being considered for the NWS state-of-the-art "Soundspace" for teaching, performances, broadcasting, rehearsals, and related events. Due to the strategic location and future development potential of the 5.86-acre site, the Zyscovich Redevelopment study evolved into a comprehensive master planning initiative that would transform the District into a global destination. The Proposed Master Plan includes changes that will help to accomplish the following:

- regenerate commercial and pedestrian activity on nearby derelict blocks
- alleviate traffic congestion
- link retail and tourist corridors, the Convention Center, the Cultural Campus, various performing arts venues, and the ocean front hotels
- identify opportunities for "gateway" features in the City
- evaluate the need and location of an Intermodal Center
- complement the adjacent urban and historic neighborhoods.

*(reference: City of Miami Beach Commission Memo, March 1, 2001; Appendix III, section 1)*

The Zyscovich, Proposed Master Plan centers on the creation of a 21<sup>st</sup> century town center, encompassing a Bryant Park-like civic space to replace the 17<sup>th</sup> St. parking lots. An urban nexus, the park would contribute the missing essential element to the community - a geographical "heart," from which civic, cultural, recreational, commercial, government, tourist, and leisurely activity will radiate.





*Proposed Master Plan*



*Existing Aerial*



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The plan also identifies a location for the New World Symphony “Soundspace” within the park. The Soundspace is a 35,000 sq. ft, state-of-the-art broadcast facility with outdoor audio and video projection. The video screen would extend from the façade of the building fronting the park, creating a public venue for audiences to enjoy performances going on inside Soundspace or broadcasted from around the world. An amphitheater style terracing in the park surrounding Soundspace would provide virtually front row seats to nightly artistic events projected on the video screen.

On September 21, 2001, Zyscovich Inc delivered a site utilization report and preliminary concept plan to the Miami Beach City Commission entitled “Preliminary Proposed Master Plan.” The Plan was approved in concept by the City Commission at the October 17, 2001 Commission Meeting. This preliminary concept plan reflects updated conditions in the area since the 1993 City Center Redevelopment Plan, and acts as a working document to actualize outstanding urban planning issues essential to the Plan’s completion. The urban issues being addressed by Zyscovich as part of their ongoing scope of services, are addressed in detail in the following report.

## ***ACTION PLAN***

### ***Primary Issues***

- 1** Proposed Urban Park at the 17th Street Site
- 2** New World Symphony Soundspace Location
- 3** Drexel Avenue Improvements
- 4** Convention Center Expansion Location
- Bus Route Changes
- 5** Lincoln Road Extension
- 6** Elimination of Intermodal Option & Identification of Shuttle Charging Station
- 7** Pennsylvania Ave Market & 17th St Garage Modification
- 8** City Hall Expansion

### ***Secondary Issues***

- 9** Buffer Zone for the Holocaust Memorial
- 10** Extension of Espanola Way & Plaza
- 11** 16<sup>th</sup> Street Improvements
- 12** 17<sup>th</sup> Street Rezoning & Beautification
- 13** 21<sup>st</sup> Street Community Center Improvements
- 14** Implementation of Dade Boulevard Traffic Circles
- 15** Phase II Expansion of Bass Museum





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## **PROPOSED MASTER PLAN MAJOR ELEMENTS**

The following sections identify the primary components of the Proposed Master Plan; it outlines the existing uses, proposed uses, zoning, design review processes required, funding options, build-out options, and a description of each component and other relative issues.



*Urban  
Park...*



*Proposed Master Plan*



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## **17<sup>TH</sup> STREET SURFACE PARKING LOT**

**Existing Use:**            *506 surface parking spaces*

**Proposed Use:**        *Civic park with NWS Soundspace*

The eastern lot of the 17<sup>th</sup> Street site has been identified as the location for a sloping park that can serve as an amphitheater. Live broadcasts of NWS Soundspace events would be projected on a monumental LCD screen on the façade facing the park. A smaller terraced park would be located on the west side of the site, adjacent to the Soundspace above parking and retail.

A pedestrian walking to Lincoln Road from the Convention Center would walk along the re-landscaped Convention Center Drive, through the corner of the re-located Botanical Gardens or other green space surrounding TOPA, cross the re-vegetated 17<sup>th</sup> Street Boulevard, and enter the park at ground level. A visitor to the park could then walk up a gently sloping ramp to the second level of Soundspace at the same height as the top of the amphitheater. They would then continue across a small plaza space that bridges over Lincoln Lane, and go down a grand landscaped staircase, ending on Lincoln Road. The grand staircase would be terraced, include a lift for handicap access, and act as a pedestrian gateway from the Convention Center side of 17<sup>th</sup> Street to Lincoln Road. The bridge portion of the staircase over Lincoln Lane would allow for normal back-of-house uses that currently exist on the Lane to continue without degrading the overall pedestrian experience.

In the primary option where the park is elevated, the ramp would carry the visitor to the 12-foot high Soundspace lobby and upper terraces of the two parks. In an alternative option in which the park is developed at grade, the ramp up to the Soundspace lobby would remain, and the grand staircase would terminate within the park at the edge of Lincoln Lane. The gateway feature to Lincoln Road would be a heavily landscaped pedestrian entrance at grade from the park.

### **Zoning:**

Section 142-362: CCC Civic and Convention Center District - Main permitted uses in the CCC civic and convention center district are parking lots, garages, performing arts and cultural facilities; hotel; merchandise mart; commercial or office development; landscape open space; and parks. Any use not listed shall only be approved after the City Commission holds a public hearing.

### **Board Review Process:**

Design Review Board (DRB) approval will be required and Planning Board (PB) review will be required for NWS use of 17<sup>th</sup> Street property.

### **Funding Options:**

Private Improvements: NWS private capital campaign.

Public Improvements: City Center Tax Increment Funds, Grant Funds, and/or Convention Development Tax (CDT).



*Botanical  
Gardens...*



*Proposed Master Plan*



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**Build-out Options:**

NWS Expansion should continue to be developed, while park components and traffic circulation should be further refined.

**Other:**

A property line for the NWS Expansion should be identified, and should allow for approximately 33, 000 square feet of program on the ground floor and a height of approximately 60 feet. The building program would include the large LCD screen on the building façade as a community amenity (*See NWS Memo, Sept 13, 2001; Appendix III, section 2; see Transportation and Parking Committee Meeting Minutes; Appendix III, section 4*).

It will be necessary to authorize the termination of Drexel Avenue to automobile traffic at the South side of Lincoln Road in order to unify the two 17<sup>th</sup> Street lots into a large park space. Operations, maintenance and programming of park will need to be determined. A Phase I Environmental Study has been performed and has shown favorable results. FPL vaults exist on-site that will need to be relocated at a cost in excess of \$1 million (*See FP & L Vault Relocation Analysis, 2001; Appendix III, section 3*).

It will be necessary to determine the amount of parking to be located on-site using structured parking. Displaced parking must be addressed in one or all of the following: A. City Hall/Equity One lot, B. Preferred lot (P-lot), C. On-site at the 17<sup>th</sup> Street lot. Parking bond covenants may apply to the treatment of these issues. One of the following options should be chosen and developed: Elevated park with parking underneath vs. at grade-park with structured parking on the western side of the site (*See NWS Memo, Sept 13, 2001; Appendix III, section 2*).





*...meets  
Town  
Center*



*Proposed Master Plan*



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## **OPENING UP LINCOLN LANE TO WASHINGTON AVENUE**

**Existing Use:** *Lincoln Lane terminates before Washington Avenue.*

**Proposed Use:** *Open the intersection at Lincoln Lane onto Washington Avenue.*

The proposed Master Plan joins the two 17<sup>th</sup> Street lots into one large civic park. Lincoln Lane currently runs east along the south side of the 17<sup>th</sup> St. lots and then turns north and exits through the north end of the lots. In order to join the two lots, it would be necessary to continue the southern portion of Lincoln Lane on to Washington Avenue and eliminate the remainder of the lane that currently runs north.

**Zoning:** N/A

**Board Review Process:**  
HPB approval will be required.

**Funding Options:**  
City Center Tax Increment funds

**Build-out Options:**  
The preferred option is to open Lincoln Lane onto Washington Avenue permitting right turns only. The alternative is to Maintain Lincoln Lane as it is currently terminated before Washington Avenue

**Other:**  
Treatment of the intersection will be dependent on park design

## **DREXEL AVENUE**

**Existing Use:** *Two-way drive and pedestrian access from 17<sup>th</sup> Street to Espanola Way.*

**Proposed Use:** *Revitalize the pedestrian connection from 17<sup>th</sup> Street, to Lincoln Road, to Espanola Way.*

It is proposed that Drexel Avenue be narrowed sufficiently to allow the widening of sidewalks and the addition of street trees. Parallel parking would remain as is and improvements would extend from Lincoln Road south to the end of Drexel Avenue, just beyond Espanola Way. This beautification of Drexel Avenue would encourage pedestrian activity to flow between Lincoln Road and Espanola Way, linking the two areas of activity through two blocks of the historic Art Deco neighborhood. The terminated portion of Drexel Avenue would be redesigned to become an active pedestrian corridor linking Lincoln Road to the NWS Soundspace, the Civic Park, and ultimately to the Convention Center (See “*Las Ramblas At Drexel Avenue*”; Appendix IV, section 5).

**Zoning:** N/A

**Board Review Process:**  
Historic Preservation Board (HPB) approval will be required.

**Funding Options:**  
City Center Tax Increment Funds  
Community Development Block Grant (CDBG) Funds and/or CDT



*Existing Conditions at Drexel and Lincoln*



*Ground Floor Plan*



*Roof Plan*



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**17th Street Site Proposal**  
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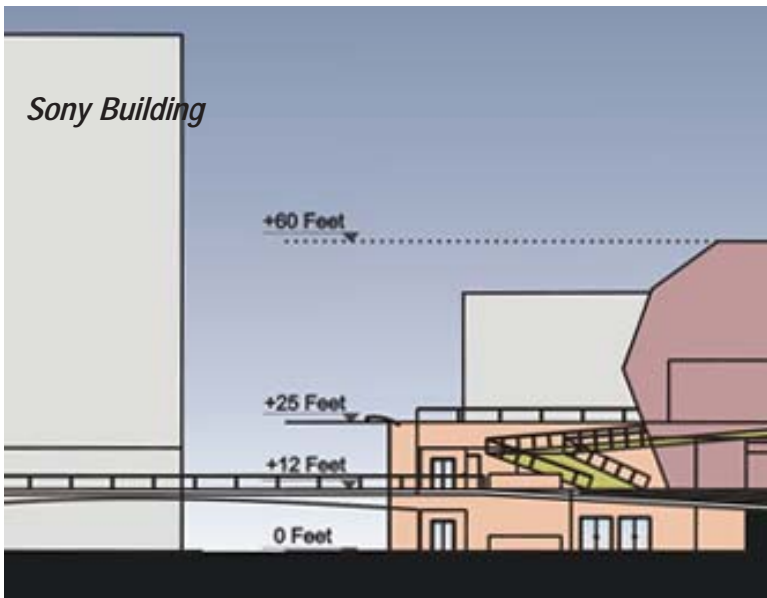


600 Lincoln Rd.

Sony Building



North - South Section



Existing Lincoln Lane

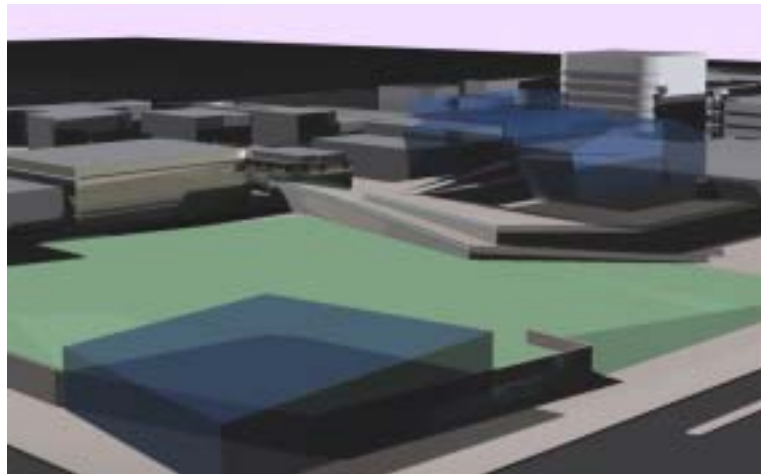


Drexel Avenue - Pedestrian Connection



*East - West Section*

*3D Conceptual Images*



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**Build-out Options:**

The preferred option is to close Drexel Avenue to automobiles, from Lincoln Road to 17<sup>th</sup> Street and beautify the Avenue as described above. The second option is to partially close Drexel Avenue, creating a 'T' intersection at Lincoln Lane, and allowing for the unification of the two 17<sup>th</sup> Street lots. The least desirable option is to keep Drexel Avenue open and develop the park and NWS Soundspace around it, with Pennsylvania and Drexel from 16<sup>th</sup> to 17<sup>th</sup> Streets becoming a one-way pair.

**Other:**

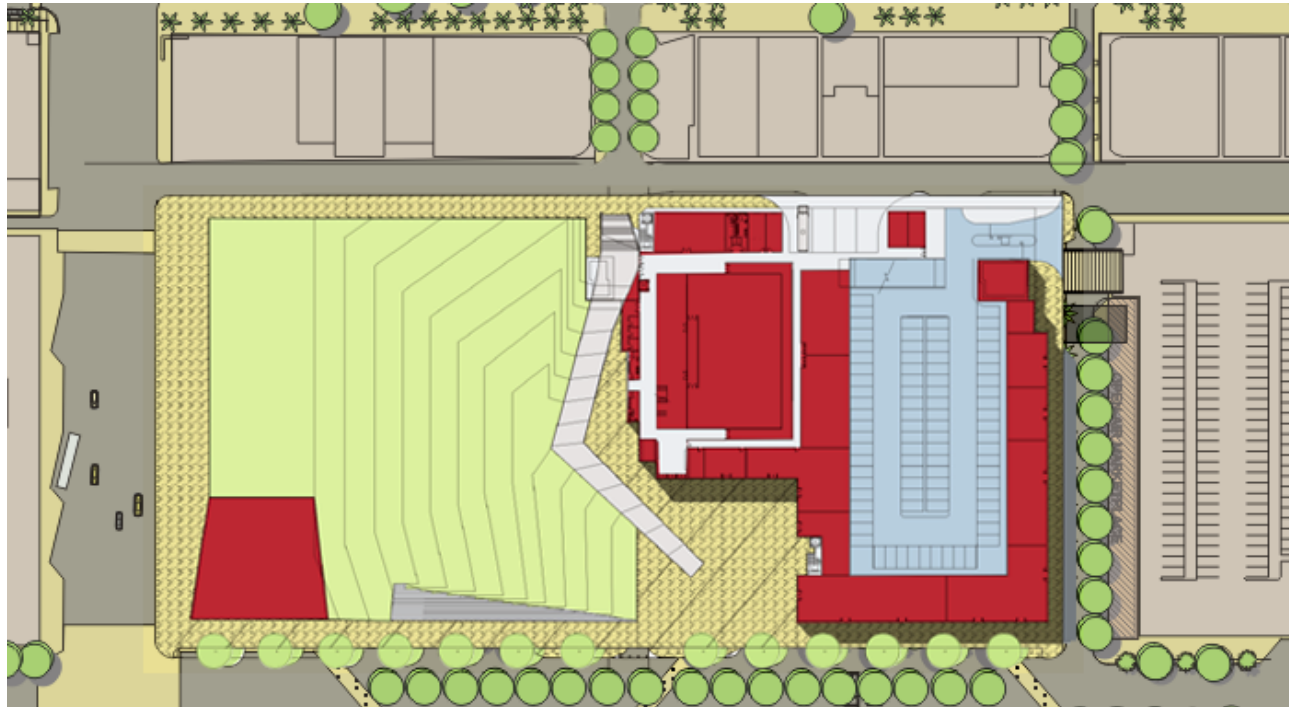
A traffic study should be conducted in order to analyze the effects of the proposed options on the area's traffic patterns. It will be necessary to authorize the termination of Drexel Avenue to automobile traffic at the South side of Lincoln Road in order to unify the two 17<sup>th</sup> Street lots into a large park space.

The street beautification would need to be incorporated into the City's plans to improve Espanola Way and the intersection at Drexel Avenue, then to extend down the length of Drexel Avenue (See *"Las Ramblas At Drexel Avenue; Appendix IV, section 1)*.





*East - West Section*



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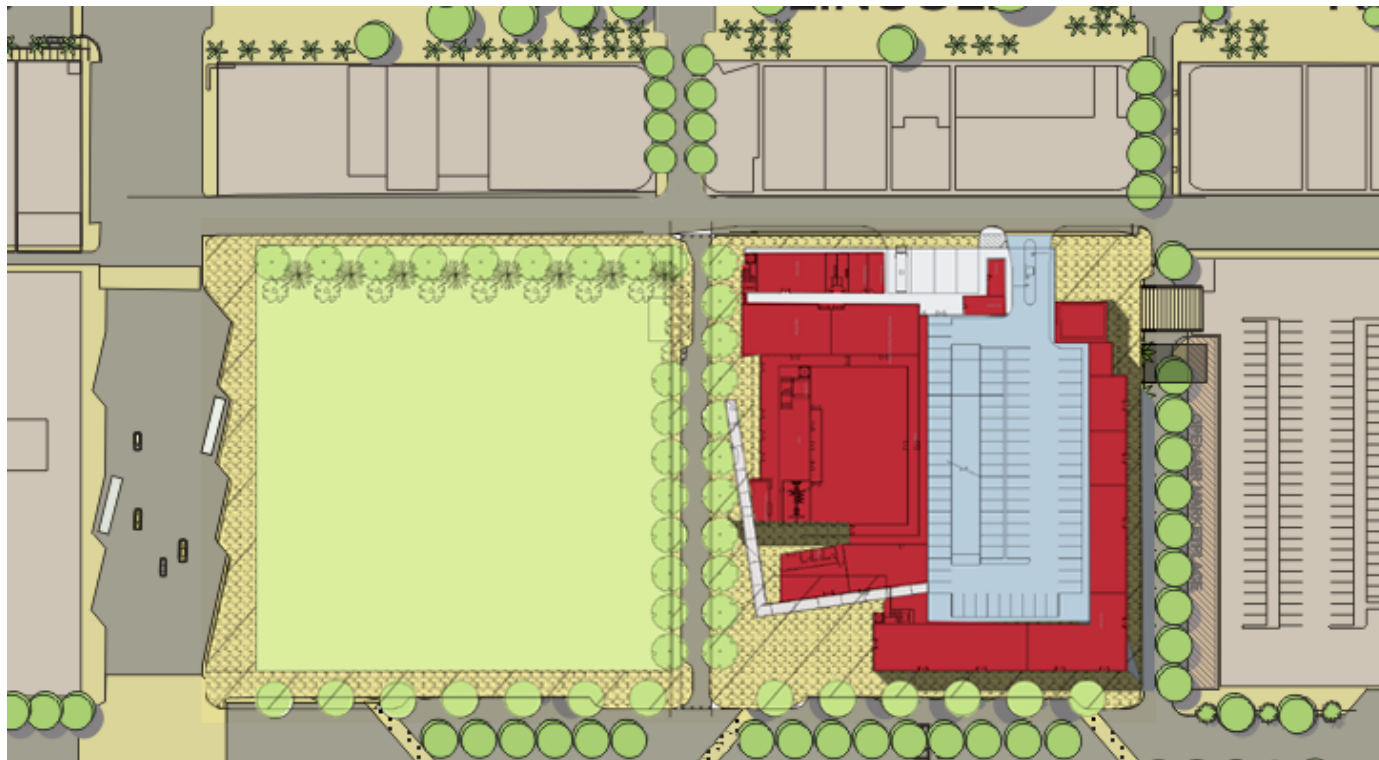
**17th Street Site Proposal  
 Option A**

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*East - West Section*



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**17th Street Site Proposal  
 Option B**

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## **PENNSYLVANIA AVE AND 17<sup>TH</sup> STREET GARAGE**

**Existing Use:** *1407 space parking garage.*

**Proposed Use:** *An open marketplace to occupy approximately 20 spaces on the ground level along Pennsylvania Avenue.*

This change requires the simple removal of the pre-cast panels on the ground floor at the first bay of parking spaces. This change would result in a loss of only 20 parking spaces while creating sheltered stalls for artists, craft-persons, and produce and flower vendors to sell their goods. The addition of the market will enhance street life and further enliven the pedestrian experience from the Convention Center to the Lincoln Road retail corridor.

### **Zoning:**

Section 142-362: CCC Civic and Convention Center District -Main permitted uses in the CCC civic and convention center district are parking lots, garages, performing arts and cultural facilities; hotel; merchandise mart; commercial or office development; landscape open space; parks. Any use not listed shall only be approved after the City Commission holds a public hearing.

### **Board Review Process:**

DRB approval will be required.

### **Funding Options:**

CDT, Parking Revenue Bonds  
City Center Tax Increment funds



*Proposed Master Plan*



*Existing Aerial*



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**Pennsylvania Avenue Market**  
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**Build-out Options:**

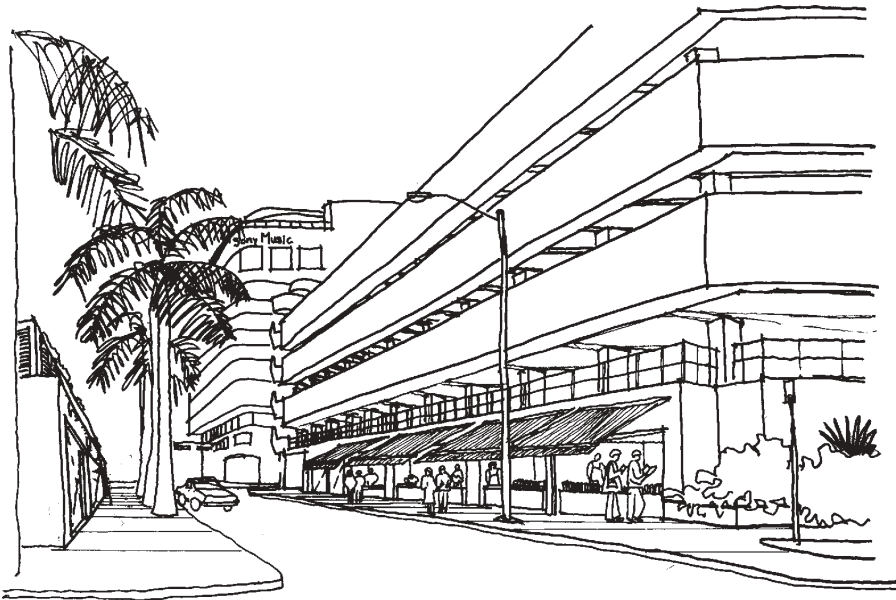
The suggested option is to remove non-structural, pre-cast panels and retrofit the first 20 spaces on Pennsylvania Avenue to create marketplace stalls. The alternative would be to leave the garage “as-is.”

**Other:**

Planning Board approval is needed if leases are entered into for market stalls. Development of the market stalls would need to be investigated and designed in conjunction with the structural report on garage (see *17<sup>th</sup> St. Garage Retrofit Analysis; Appendix III, section 5*). The implementation of the market stalls will displace 20 spaces, which will be replaced in the Equity One/City Hall Garage and Expansion.

Parking bond issues may apply to the changes in the garage. Tax-exempt status of the facility will need to be investigated as a result of the proposed use.





*Sketch of Proposed Market*



*Existing View*



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**Pennsylvania Avenue Market**

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## **BUS ROUTE CHANGES**

***Existing Use:*** *The bus routes were temporarily*

***changed because of the Collins Avenue reconstruction project. The proposed route changes take advantage of these “temporary” routes.***

***Proposed Use:*** ***Relocate the bus transfer area to the blocks on Washington Avenue between Lincoln Road and 18<sup>th</sup> Street, and along 17<sup>th</sup> Street between Washington Avenue and Pennsylvania.***

The existing bus transfer location creates traffic congestion at the end of Lincoln Road as well as an inefficient loop along James Avenue for buses turning around. The relocation of the transfer area would not only decongest the site, but also center the activity of bus patrons closer to the proposed 17<sup>th</sup> Street park, the relocated Botanical Gardens, TOPA, and City Hall (*MDTA Letter; Appendix III, section 6*).

### **Zoning:**

N/A

### **Board Review Process:**

N/A

### **Funding Options:**

N/A

### **Build-out Options:**

The suggested option is to alter the bus routes to improve the efficiency of circulation.

### **Other:**

Immediate action is suggested in order to take advantage of the Collins Avenue closure, which has resulted in temporary new bus routes that are consistent with the recommended changes.

On October 18, 2001, City Commission action endorsed new bus routes as proposed. A letter of recommendation for adjustments to the bus routes was forwarded to the MDTA authorizing implementation of the proposed changes. The new bus node on Washington Avenue and 17<sup>th</sup> Street will not be located in front of The Greenview Hotel (*MDTA Letter; Appendix III, section 6*).



### Existing Bus Routes

### *Proposed Bus Routes*



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**Bus Routes Proposal**  
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## **LINCOLN ROAD STREETScape IMPROVEMENTS:**

***Existing Use:*** *Two-way, four-lane road with bus transfer stops and parallel on-street parking.*

***Proposed Use:*** *Two-way, four-lane divided boulevard with a landscaped median and parallel on-street parking.*

The proposal is to reconfigure the portion of Lincoln Road from Washington Avenue to Collins Avenue. On-street parallel parking would be located between the existing street trees, maintaining a generous sidewalk width. The width gained by pushing the parking to the sides would be utilized in a central median with landscaping consistent with the west end of Lincoln Road. Two-way traffic would continue in two lanes going in both directions, and bus transfers would be relocated to Washington Avenue or 17<sup>th</sup> Street. The addition of the boulevard style landscaped median would create a gateway to the east end of Lincoln Road, and increase the potential for the success of nearby businesses (See *CMB Commission Memo, March 1, 2001; Appendix III, section 1, page 2*).

### **Board Review Process:**

HPB approval will be required.

### **Funding Options:**

City Center Tax Increment funds

### **Build-out Options:**



*Proposed Improvements*



*Existing Aerial*

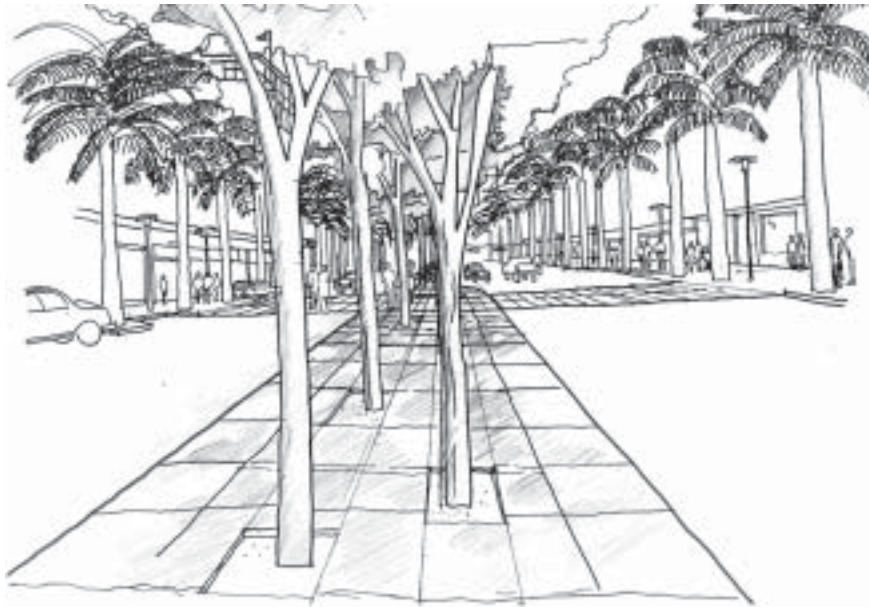
**Other:**

The Lincoln Road boulevard development is contingent on the relocation of bus transfer areas and the redefining of bus routes. The new landscaping will tie-in with the Ritz-Carlton streetscape improvements on the portion of Lincoln Road east of Collins Avenue. The Lincoln Road Extension Improvements should be included as part of the overall City street beautification plans including 16<sup>th</sup> and 15<sup>th</sup> Streets.

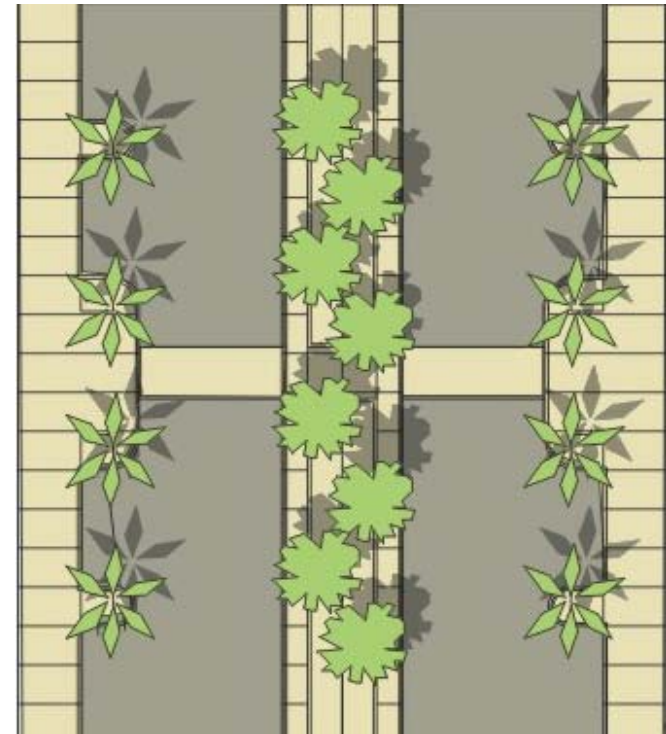




*Existing Conditions*



*Conceptual Sketch*



*Proposed Plan*



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**Lincoln Road Extension Improvements**

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## GREEN SPACE DIAGRAMS

***Existing Use: First diagram shows existing public green space and corridors.***

***Proposed Use: Second diagram shows public green space after proposed master plan improvements.***

The existing public green space diagram shows the overall lack of landscaping on major streets and civic spaces in the study area. As the proposed changes are made in the study area, the public green space will drastically increase. Improvements include widespread street beautification, primarily along 15<sup>th</sup> Street, Drexel Avenue, Espanola Way, Convention Center Drive, and the east end of Lincoln Road. These streetscape improvements encompass two projects that are already in the development stage: the Flamingo / Lumus Proposed Future Capital Improvements, and the Espanola Way Plaza / Drexel Avenue Street Beautification project (see *Flamingo / Lumus Proposed Future Capital Improvements; Appendix 4, section 2*).

The proposed master plan would also add a central gathering space for the community in the form of the civic park on the 17<sup>th</sup> Street lots. This park will satisfy a great need in the City for a civic green space in which people can gather informally to enjoy the park in leisure, or formally gather for community events. The park is intended to remain a public amenity for the residents of the City of Miami Beach.



*Existing Public Green Space*



*Proposed Public Green Space*



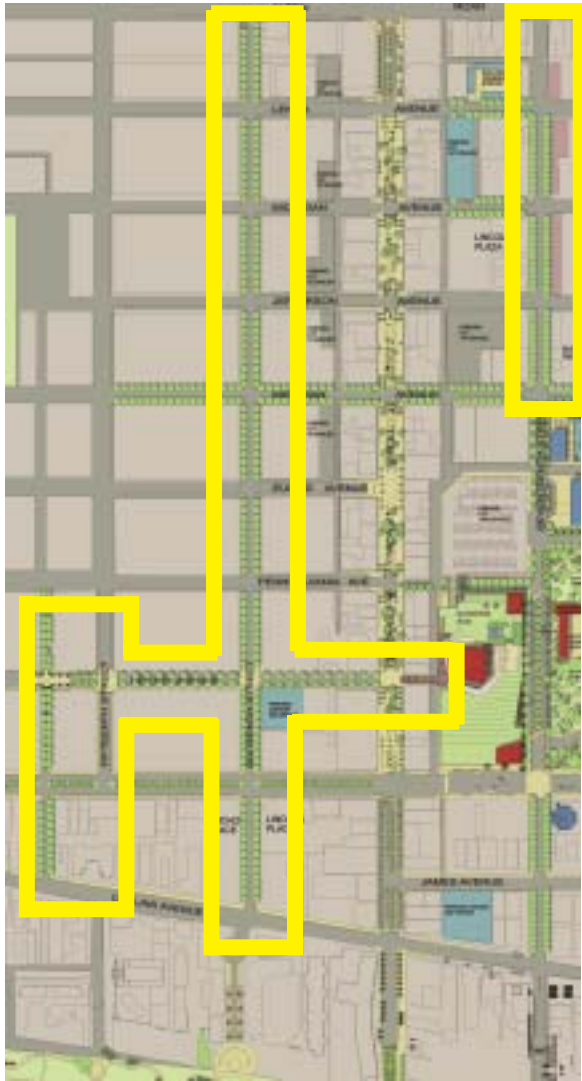
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**Public Green Space Diagrams**

December 18, 2002







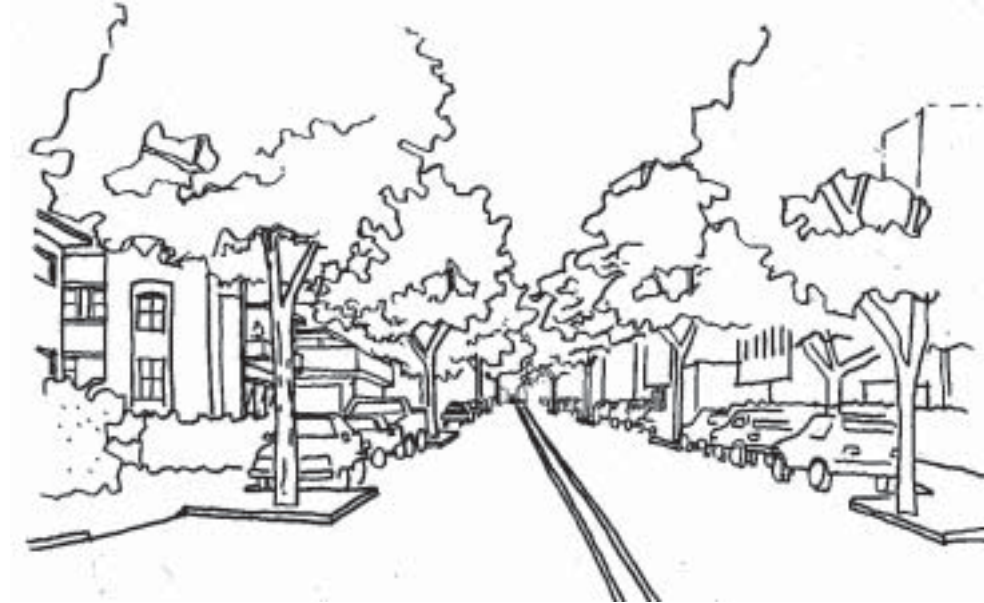
**Study Areas:**  
*17th St, 16th St, Drexel Ave, Espanola Way*



*17th Street Existing Conditions*



*Drexel Avenue Existing Conditions*



*Conceptual Sketch for 16th St. & Drexel Ave.*



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**Proposed Street Improvements**

December 18, 2002

## **PARKING ANALYSIS: PRESENT VS. FUTURE**

***Existing Use: Private and City owned lots and garages total 5,400 spaces.***

***Proposed Use: Private and City owned lots and garages, Garages under construction, and proposed City garages will total 8,663 spaces.***

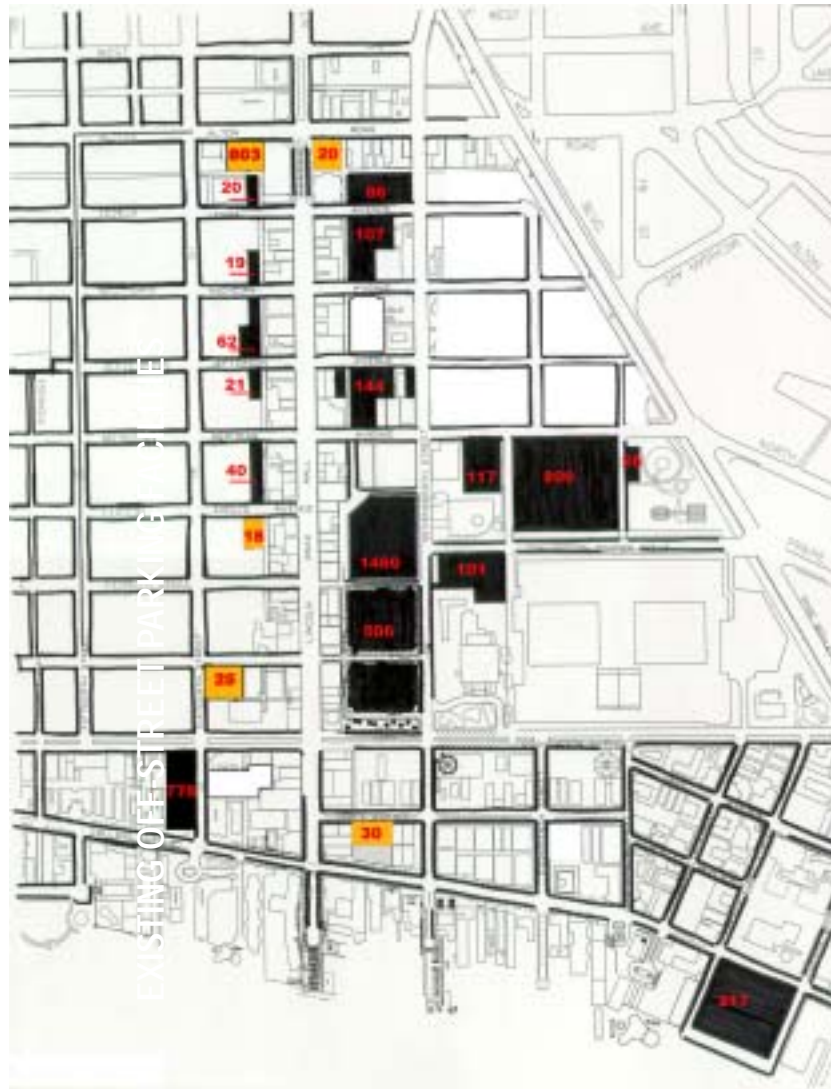
Due to the proposed changes in the use of the 17<sup>th</sup> Street lots, there would be a deficit of parking that would need to be replaced. The solution to the loss of the 500 surface parking spaces on the lots includes the expansion of City Hall on the Equity One property and adjacent City parking lot. This expansion would include a garage that would have approximately 600 spaces. There would also be structured parking beneath the western lot of 17<sup>th</sup> Street with terraced park space on the roof, housing approximately 240 spaces. The final portion of the parking proposal includes the expansion of the Convention Center, with ground level exhibition space, and approximately 1900 spaces. These proposals would recoup the 500-space deficit with an excess of 1300 spaces. An additional 1,600 spaces are the sum of private garages that are currently under construction; proposed joint-venture garages would contribute approximately 600 spaces.



### **Zoning:**

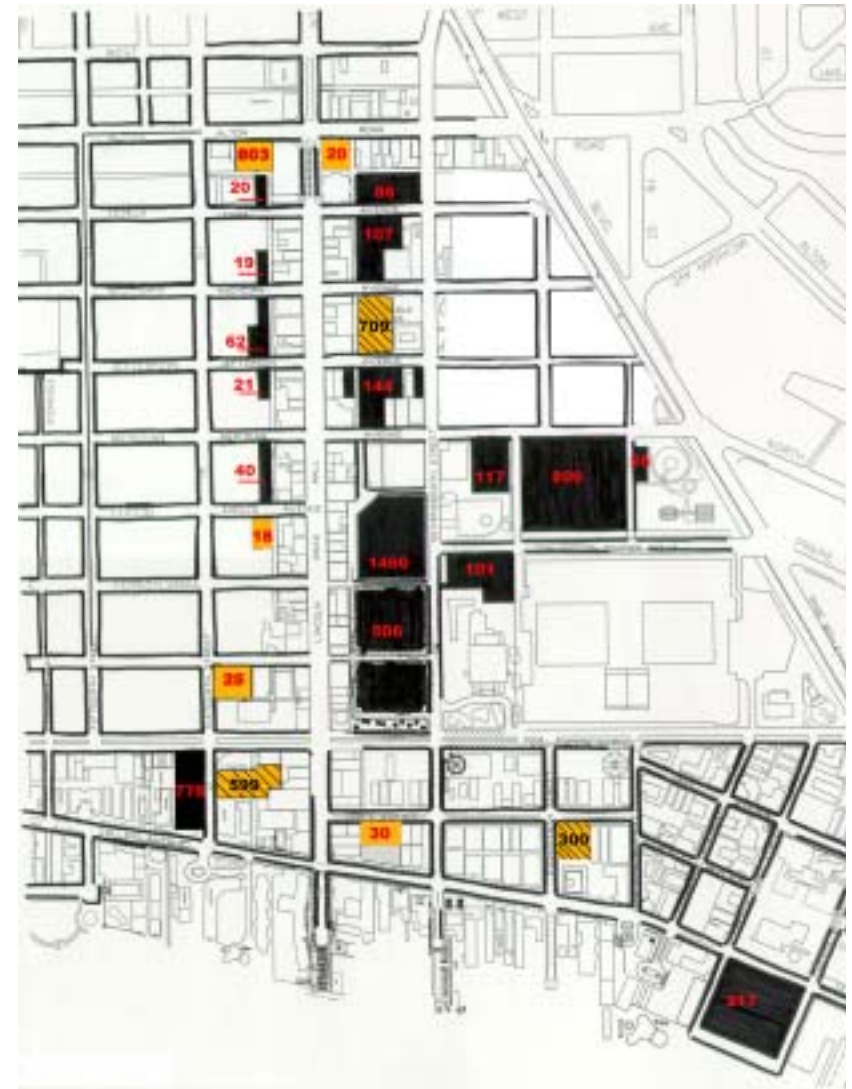
Section 142-362: CCC Civic and Convention Center District - Main permitted uses in the CCC civic and convention center district are parking lots, garages, performing arts and cultural facilities; hotel; merchandise mart; commercial or office development; landscape open space; parks. Any use not listed shall only be approved after the City Commission holds a public hearing.




### **Board Review Process:**

DRB approval will be required.



	PRIVATE LOTS AND GARAGES.	896 SPACES
	CITY OWNED LOTS AND GARAGES.	4504 SPACES
		TOTAL 5,400 SPACES



	PRIVATE LOTS AND GARAGES.	896 SPACES
	CITY OWNED LOTS AND GARAGES.	4504 SPACES
	PRIVATE GARAGES UNDER CONST.	1,608 SPACES
		TOTAL 7,008 SPACES



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**Funding Options:**

CDT, Parking Revenue Bonds,  
City Center Tax Increment funds

**Build-out Options:**

There are three proposed garages to be built; the first option contributed a total of 2,740 spaces. If an additional floor were added to each of the three proposed garages, there would be 730 spaces more, coming to a total of 3,470 (*See Transportation and Parking Committee Meeting Minutes; Appendix III, section 4, p. 3*).

**Other:**

The Walker Parking Demand Study should be finalized in order to reap the benefits of the study results. Parking in City Hall and Equity One lot should be pursued as a short-term goal to begin the master plan development. The Convention Center Expansion and Garage would be a long-term project to realize the full master plan potential.





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Parking Diagrams  
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## **PREFERRED LOT (P-LOT)**

**Existing Use:**            *800 surface parking spaces.*

**Proposed Use:**        *Exhibition Hall and 1,900 car  
garage*

The expansion of the Convention Center into the area now termed the “preferred lot” (p-lot) would provide approximately 208,400 square feet of additional exhibition space, and a four story parking structure above with approximately 1,900 parking spaces. This expansion represents a net increase of approximately 1,100 spaces. In order for the Convention Center expansion and garage to work efficiently, a proposed speed ramp to the garage would be located in the northeast corner of the present Botanical Gardens site. This expansion along with the desire to better integrate the Botanical Gardens into the heart of the neighborhood inspired the idea for relocating the Botanical Gardens (see *Transportation and Parking Committee Meeting Minutes; Appendix III, section 4, p. 2*).

### **Zoning:**

Section 142-362: CCC Civic and Convention Center District - Main permitted uses in the CCC civic and convention center district are parking lots, garages, performing arts and cultural facilities; hotel; merchandise mart; commercial or office development; landscape open space; parks. Any use not listed shall only be approved after the City Commission holds a public hearing.

### **Board Review Process:**

DRB approval will be required.

## **Funding Options:**

Convention Development Tax (CDT)

## **Build-out Options:**

There are two preferred options for the Convention Center Expansion, the first would be to build-out the entire structure, including the full ground level of exhibition space, and 4 levels of parking. The second option would allow for the structure to be phased, with the ground floor to remain open beneath the parking garage, until sufficient funding was acquired and the exhibition hall could be completed. Other phasing options include a half-size exhibition hall and full-size garage, or to construct the entire structure in two halves (east and then west). An option to retain the Botanical Gardens and incorporate the ramp into an alternative design would need to be explored.

## **Other:**

The City would need to reserve the preferred lot for the future expansion of the Convention Center, as well as authorize further analysis of the site and the program of the expansion building.

Proposed expansion structure can consists of up to:

- Four (4) decks above 35 ft high 1<sup>st</sup> floor
- 208,400 sq. ft exhibition hall and 1900 spaces
- Parking Bond Issues may apply.
- Design/Cost and Timeframe must be developed.
- NMMA contact (Boat Show) – one (1) year advance notice of construction must be given.
- Convention Center Expansion Study (CSL) Study should be evaluated before any expansion plan is finalized.
- Ramp tied into Botanical Gardens and loading dock and servicing of new convention hall will have to be evaluated.



*Proposed Master Plan*



*Existing Aerial*



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**Convention Center Expansion**  
 December 18, 2002

## **BOTANICAL GARDEN RELOCATION**

***Existing Use:*** *Currently located adjacent to the*

***Holocaust Memorial, fronting the Convention Center. TOPA lot contains approximately 112 parking spaces and serves the Convention Center/ TOPA valet lot.***

***Proposed Use:***      ***Relocate to TOPA Parking Lot***

*(see Transportation and Parking Committee Meeting Minutes; Appendix III, section 4, p. 2).*

The relocation of the Botanical Garden to the 555/TOPA parking lot behind (west of) the Jackie Gleason Theater would provide a beautiful pedestrian connection from the Convention Center to Lincoln Road. Because new construction, landscaping, and demolition of the present Garden building are due in the garden, and in light of the Botanical Garden's boundary issue with Holocaust Memorial, the proposal is timely as it is effective. This relocation would create a gateway to the re-vegetated 17<sup>th</sup> Street corridor and would rejuvenate the TOPA block *(see Kenneth Treister Letter; Appendix III, section 7).*

### **Zoning:**

Section 142-362: CCC Civic and Convention Center District - Main permitted uses in the CCC civic and convention center district are parking lots, garages, performing arts and cultural facilities; hotel; merchandise mart; commercial or office development; landscape open space; parks. Any use not listed shall only be approved after the City Commission holds a public hearing.

### **Board Review Process:**



*Ground Floor -  
Half Garage & Half Size  
Exhibition Hall*



*Roof Plan - Full Garage  
above Exhibition Hall*



*Proposed  
Botanical  
Gardens  
Relocation*



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Convention Center Expansion  
Option A

December 18, 2002

DRB approval will be required.

**Funding Options:**

CDT

City Center Tax Increment funds

State Cultural Facilities Grant

Voluntary Contributions / Fundraising Campaign by Garden Conservancy

**Build-Out Options:**

The proposal is to relocate to the Gardens to the TOPA parking lot. The alternative to relocating is for the Gardens to remain in their current location. In the event that the Gardens do not relocate to the TOPA lot, another use should be identified to revitalize the block and to provide the link between the Convention Center, 17<sup>th</sup> Street site and Lincoln Road.

**Other:**

A declination study must be performed on the proposed relocation site. A cost benefit analysis of the relocation must be performed. State Cultural Facilities Grant funding in the amount of \$500,000 is in jeopardy if funds are not encumbered, i.e. contractor hired and design completed, by October 2002 (less than 6 months from now). A new use for the existing Garden site will need to be determined.

Proposed new location for the Botanical Gardens will cause:

- Displaced parking
- Displaced building users that need to be relocated.
- Operation and maintenance of facility will need to be negotiated beyond the current Management Agreement with the Garden Conservancy.
- Planning Board review will be required if the Botanical Gardens facility is leased.
- Landscape/Streetscape Design for Convention Center Drive will need to be developed.

*Ground Floor -  
Half Garage with unfinished Exhibition  
Hall used for parking until Phase 2*



*Roof Plan - Half Garage  
Unbuilt portion of site for  
surface parking and staging*



*Proposed  
Botanical  
Gardens  
Relocation*



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**Convention Center Expansion  
Option B**

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## ***Convention Center Drive***



***Existing Conditions      Convention Center Drive Proposal***



## ***Meridian Avenue***



***Existing Conditions***



***Meridian Avenue Improvements***



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***Meridian Avenue Beautification  
Convention Center Expansion***

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## **ELIMINATION OF INTERMODAL OPTION**

**Concept:**     *City's Consultant recommends*

*that there is no need for an intermodal facility as described below.*

### **Funding Options:**

Federal monies to partially fund an Intermodal facility have been secured.

### **Build-out Options:**

The proposed City Hall expansion and garage would have a shuttle (Electrowave) charging station beneath located in one bay of the ground level, relocated bus transfers on 17<sup>th</sup> and 18<sup>th</sup> Streets are adjacent to the proposed building and create an intermodal area for the City. If the City Hall expansion did not include the shuttle charging station, then there would be no intermodal option.

### **Other:**

The development of the intermodal area is subject to the Carr Smith Intermodal Feasibility Study, and is tied into Light Rail Study. There should be further investigation into the design of the shuttle charging station. An alternate site at the SW corner of 17<sup>th</sup> Street and Lenox Avenue may be a more desirable location for the charging station. The design for this site should include a parking deck above, and additional space for small retail shops as buffers on the street (see *MDTA Letter; Appendix III, section 6*).



*Proposed Master Plan*



*Existing Aerial*



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**City Hall Expansion**  
 December 18, 2002

## **SHUTTLE CHARGING FACILITY (ELECTROWAVE)**

***Existing Use:*** *Currently located at Terminal*

***Island within Fleet Maintenance facility.***

***Proposed Use:***      ***Relocate the charging station to a more central site.***

Two potential locations for this charging station are identified as: the SW corner of 17<sup>th</sup> Street and Lenox Avenue; and 18<sup>th</sup> Street at Meridian Avenue on the City Hall side of the expansion site. Both of these locations can be worked easily into the existing shuttle routes with minimal changes. The first site would be designed with a rooftop parking deck, and small retail space on street level. The second site would be located in one bay of the ground level of the City Hall Expansion and Garage, and create an intermodal area in the city.

### **Zoning:**

Varies depending on the site chosen.

### **Board Review Process:**

DRB approval will be required.

### **Funding Options:**

Some Federal/State funding is available.

### **Build-out Options:**

The most efficient location for the charging station would be on the City Hall Expansion site; the alternative site is at 17<sup>th</sup> Street and Lenox Avenue. Other alternatives are subject to the Electrowave long-range plan.

### **Other:**

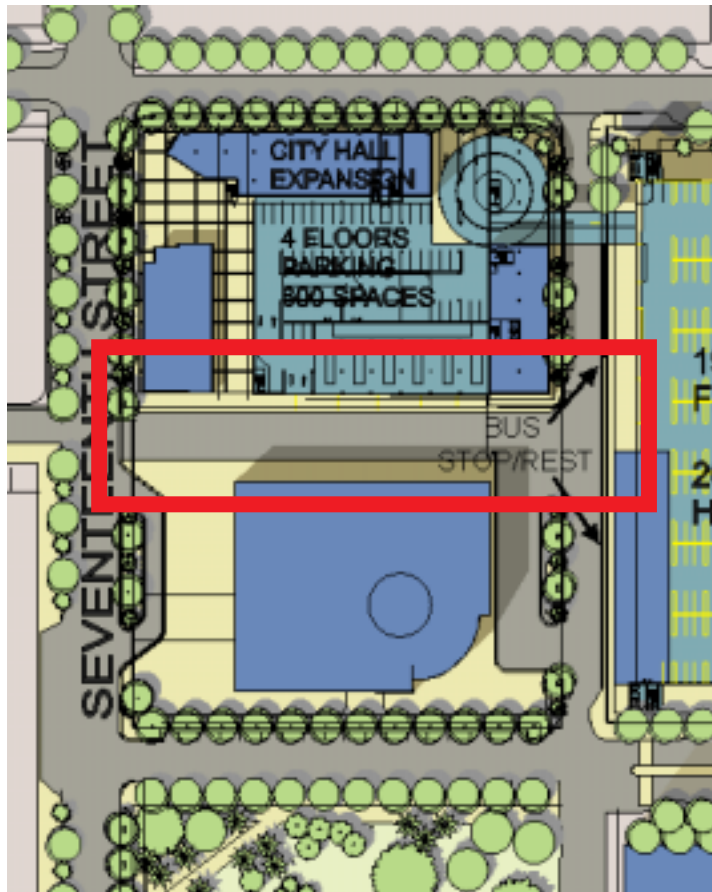
The long-range plan for the Electrowave needs to be completed, pending its one-year review. FTA approval may be required. If the City Hall expansion site is more appropriate for the charging facility, then there will be a need for a greater commitment to the entire program including office space, parking garage, and charging station below.





Eighteenth Street

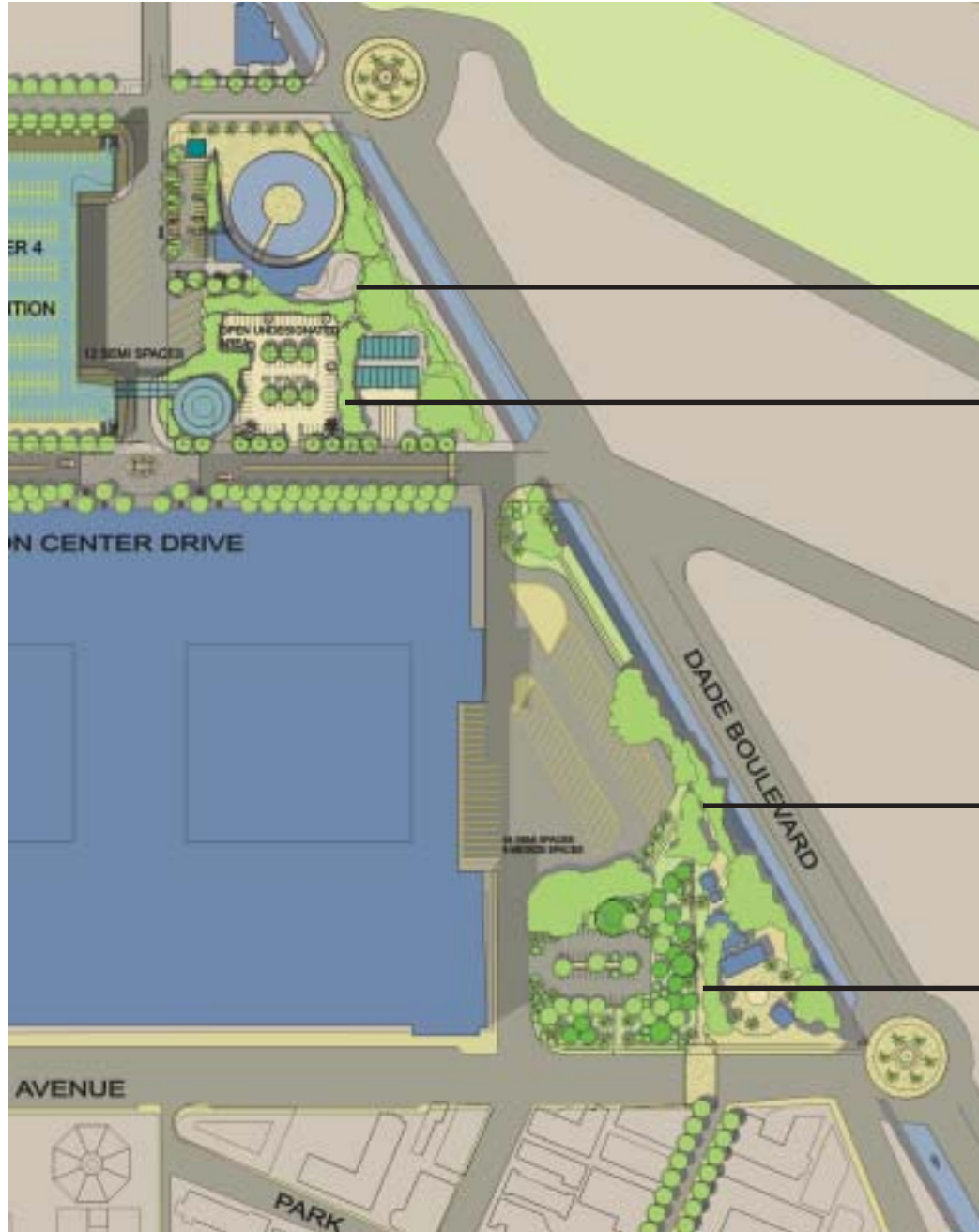
Charging Station & Garage  
Concept Image



Shuttle Charging Station  
City Hall Expansion  
December 18, 2002



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*Holocaust Memorial Buffer Zone*

*Botanical Gardens Relocated*

*Canal Walk Corridor*

*21st Street Community Center*

*Proposed Canal Walk Improvements*  
**17th Street Study Proposed Redevelopment Plan**  
 CITY OF MIAMI BEACH, MIAMI BEACH, FLORIDA





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***Existing Aerial***  
**Canal Walk - Dade Boulevard**  
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## **HOLOCAUST MEMORIAL BUFFER ZONE**

***Existing Use: Holocaust Memorial on Meridian Avenue  
adjacent to the Botanical Gardens.***

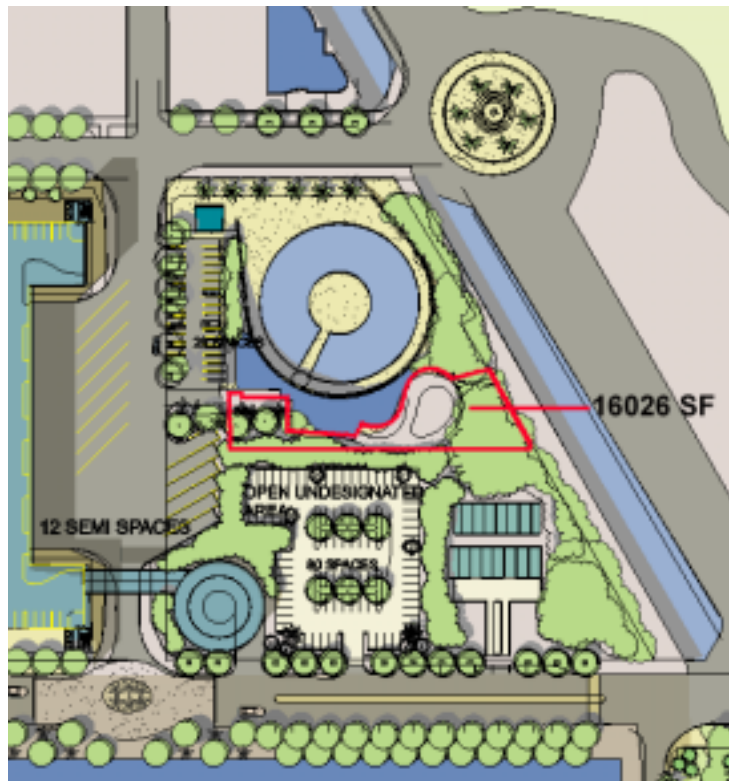
***Proposed Use: Create a buffer zone between the  
Memorial and development that may  
occur on the Gardens site.***

The proposed relocation of the Botanical Gardens to the TOPA lot and the expansion of the Convention Center into the P-Lot will potentially surround the Memorial with new development. In an effort to protect the experience of the Memorial, a buffer zone of vegetation has been identified between the Memorial and the Garden site. This zone would be reserved as part of the Memorial site and be filled with trees, shrubs and other landscaping to seclude the eastern edge of the Memorial from any uses that may move into the Gardens site (*see Kenneth Treister Letter; Appendix III, section 7*).





*Proposed Vegetation Buffer*



*Proposed Vegetation Buffer*



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**Holocaust Memorial**  
 December 18, 2002

## **21<sup>ST</sup> STREET COMMUNITY CENTER**

***Existing Use:*** *Currently in need of repairs, Recreation Dept. employees should be relocated to a more central facility.*

***Proposed Use:*** *Two options were explored: to remove the Center and to renovate the Center.*

The two options for the 21<sup>st</sup> Street Community Center include Option 1 – to renovate the existing facility including re-landscaping to create a more garden-like pedestrian entrance to the Canal Walk and Community facilities. Option 2 is to remove the Community Center building and relocate employees to the expanded City Hall, more actively program the historical portion of the Center, and re-landscape the pedestrian entrance.

Both options include landscaping around the community facilities and beautifying the 21<sup>st</sup> Street connection to the Bass Museum and Cultural Arts Campus. The Second Option is preferable, because it will provide parking for the community facilities, and create a greater buffer zone between the facilities and the Convention Center staging area. Both options include redesigning the staging area to more efficiently circulate and park large tractor-trailers, with the entrance on Washington Avenue and the exit on Convention Center Drive. Both options also incorporate revitalizing the Canal Walk, and through the redesign of the staging area, to gain a larger buffer area between it and the Walk.

*Existing Community Center  
with Improved Landscaping,  
Relandscaped Canal Walk,  
and Redesigned Staging Area*



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21st Street - Community Center  
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*Option 1 - Improve Existing Conditions*

*Option 2 - Remove Community Center*







*Conceptual Images  
for Canal Walk*



*Canal Walk and Community Center Entrance*

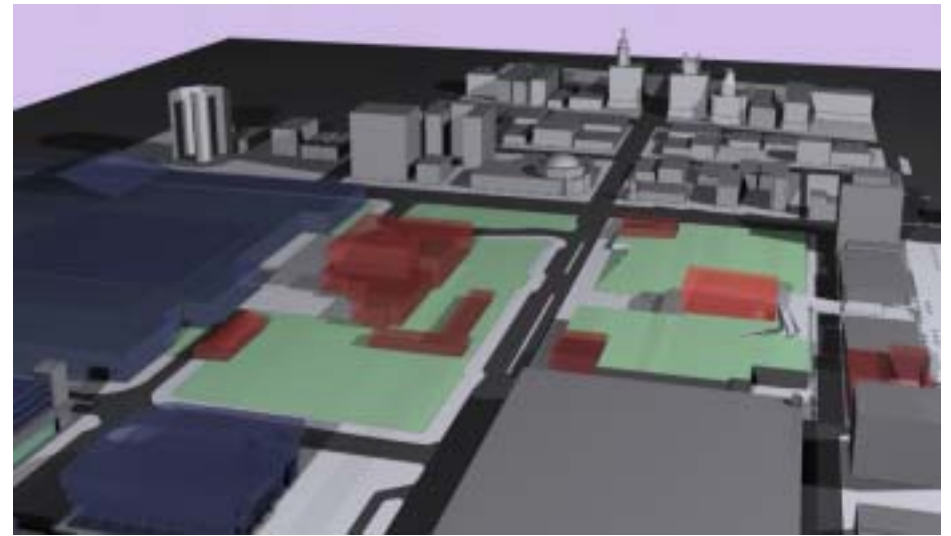


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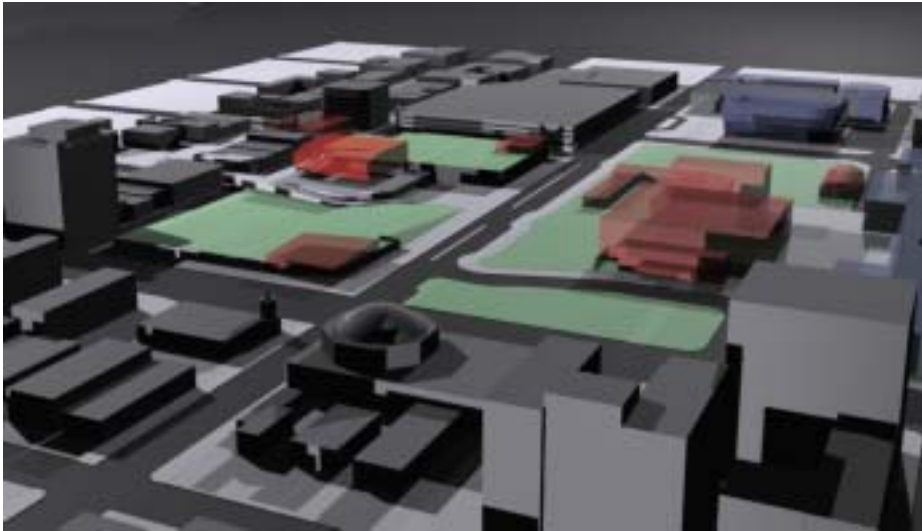
**21st Street Community Center**  
December 18, 2002  
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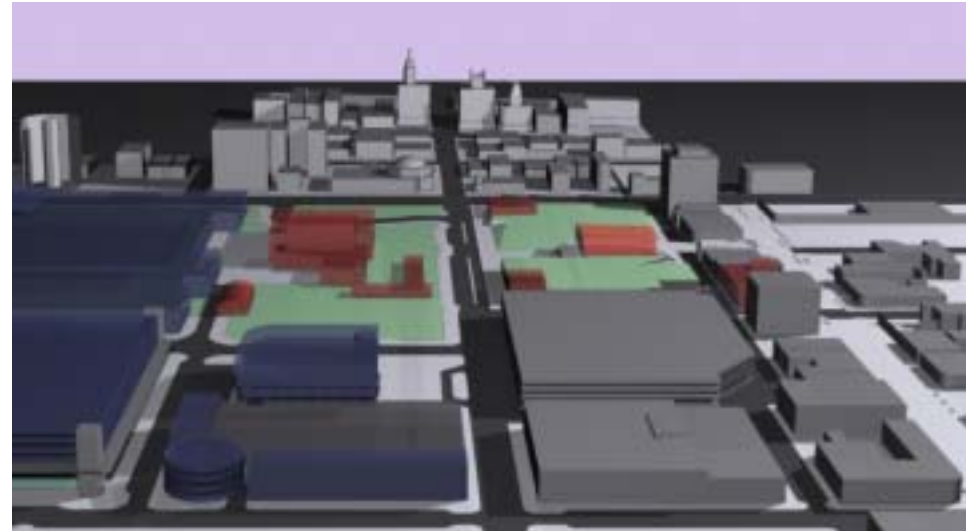
*3D Model of Study Area*



*Birdseye View Northeast*



*View of Site Southwest*



*Birdseye View East*



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## POTENTIAL SEQUENCING OF MASTER PLAN COMPONENTS

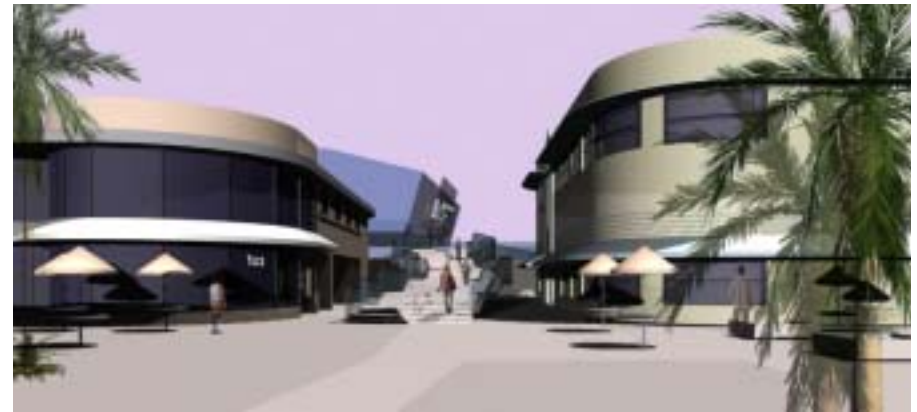
The following pages present two options for phasing the proposed changes in the City Center Study Area. Both options begin with the City Hall expansion and garage, because this is a key element assist with the relocation of parking in the area. The two options differ in that Option 'A' develops the Convention Center expansion and garage in full as the last phase. Option 'B' develops the Convention Center expansion and garage in two stages beginning in the second phase and finishing in the final phase. The final parking count of both phasing options is approximately the same.

In terms of parking efficiency and avoiding a parking deficit while construction is in progress, option 'B' is the preferred phasing plan. Option 'A' executes the development of the New World Symphony Soundspace and the Civic Park sooner in the phasing than Option 'B'.





*Proposed Master Plan*



*3D Rendering - View from Drexel Avenue*



*3D Rendering of Park with Ramp*



*Concept Image of Civic Park*



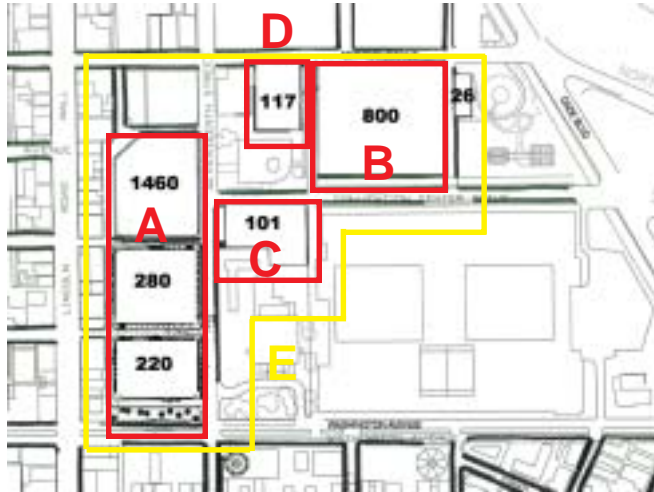
*Artist's Rendering of 17th Street Park  
and NWS Soundspace*



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**17th Street Images**  
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## PHASING OPTION - A



## PHASE 1



17th Street Master Plan Phasing Parking Analysis		
	PHASING	Today
<b>PARKING AREA</b>		
A. Lincoln Rd. Area *	City	300
	Public	1660
B. Preferred Lot	City	0
	Public	800
(Botanical Gardens)	Public	26
C. TOPA Parking	City	0
	Public	101
D. City Hall Parking	City	117
	Public	0
E. Overall Parking	City	417
	Public	2613
<b>TOTAL</b>		<b>3030</b>
SPACES GAINED		0

### Phase 1.1:

- In preparation for Phase 1 construction 117 city spaces should be temporarily relocated to the Preferred Lot.

- There would be a temporary loss of 117 spaces for public use from the Preferred Lot during 1 year of construction.

## PHASE 1



**Design:** RFP thru CDs - Approx 10 mos.  
 Permitting - Approx 3 mos.  
 Construction - Approx 12 mos.  
**Total time - 2 yrs 1 mo**

### **Phase 1.2:**

- New City Hall parking garage built: 5 levels (elev +41'-6") 600 spaces.

- Relocation of 117 temporary City spaces in P-Lot, and 300 City spaces from the Municipal garage to the new City Hall garage.

- 183 spaces would be made available for public parking in the City Hall garage, and 300 spaces for public parking in the Municipal garage.

**Refer to Phasing Table, Column 1**

17th Street Master Plan Phasing Parking Analysis			
	PHASING	Today	1
<b>PARKING AREA</b>			
A. Lincoln Rd. Area *	City	300	0
	Public	1660	1960
B. Preferred Lot	City	0	0
	Public	800	800
(Botanical Gardens)	Public	26	26
C. TOPA Parking	City	0	0
	Public	101	101
D. City Hall Parking	City	117	417
	Public	0	183
E. Overall Parking	City	417	417
	Public	2613	3070
<b>TOTAL</b>		<b>3030</b>	<b>3487</b>
<b>SPACES GAINED</b>		0	457



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**Phasing Option - A**  
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## PHASE 2



### Phase 2:

- West Lot of 17th St. site developed, with the relocation of 280 public spaces to Municipal Garage.

- New World Symphony Sound Space built, and new 17th St. garage: 3 levels (elev +37'-0") 240 spaces for public parking. East lot of 17th St. still open for public parking (220 spaces) leads to a temporary gain of 437 parking spaces.

- 17th Street improvements made from Convention Ctr. Dr. to Washington Ave; Drexel Ave. closed on the South side of Lincoln Rd.

**Refer to Phasing Table, Column 2**

<b>Design:</b>	<b>Garage</b>	<b>NWS</b>
RFP thru CDs -	Approx. 10 mos.	15 mos.
Permitting -	Approx. 3 mos.	3 mos.
Construction -	Approx. 12 mos.	18 mos.
<b>Total time -</b>	<b>2 yrs 1 mo</b>	<b>3 yrs</b>

17th Street Master Plan Phasing Parking Analysis				
	PHASING	Today	1	2
<b>PARKING AREA</b>				
A. Lincoln Rd. Area *	City	300	0	0
	Public	1660	1960	1920
B. Preferred Lot	City	0	0	0
	Public	800	800	800
(Botanical Gardens)	Public	26	26	26
C. TOPA Parking	City	0	0	0
	Public	101	101	101
D. City Hall Parking	City	117	417	417
	Public	0	183	183
E. Overall Parking	City	417	417	417
	Public	2613	3070	3030
<b>TOTAL</b>		<b>3030</b>	<b>3487</b>	<b>3447</b>
SPACES GAINED		0	457	417



### PHASE 3



- Construction of the new 17th St. garage and NWS could begin simultaneously in Phase 3. The NWS would continue construction for approximately one year after the completion of the garage. At which point Phase 4 would begin with the development of the civic park. This would consolidate the time period during which construction would occur on the 17th St. lots and allow for both the park and NWS to finish construction at the same time and have a grand opening.

**Refer to Phasing Table, Column 3**

**Design:** RFP thru CDs - Approx. 12 mos.  
 Permitting - Approx. 3 mos.  
 Construction - Approx. 9 mos.  
**Total time - 2 yrs**

#### **Phase 3:**

- East lot of 17th St. developed into civic Park
- Relocation of 101 Public spaces from TOPA to the new City Hall garage.
- Botanical Gardens Relocated to TOPA lot. There is a total gain of 116 public parking spaces.

17th Street Master Plan Phasing Parking Analysis					
	PHASING	Today	1	2	3
<b>PARKING AREA</b>					
A. Lincoln Rd. Area *	City	300	0	0	0
	Public	1660	1960	1920	1700
B. Preferred Lot	City	0	0	0	0
	Public	800	800	800	800
(Botanical Gardens)	Public	26	26	26	26
C. TOPA Parking	City	0	0	0	0
	Public	101	101	101	0
D. City Hall Parking	City	117	417	417	417
	Public	0	183	183	183
E. Overall Parking	City	417	417	417	417
	Public	2613	3070	3030	2709
<b>TOTAL</b>		<b>3030</b>	<b>3487</b>	<b>3447</b>	<b>3126</b>
SPACES GAINED		0	457	417	96



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**Phasing Option - A**  
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## PHASE 3b



**Design:** RFP thru CDs - Approx. 12 mos.  
 Permitting - Approx. 3 mos.  
 Construction - Approx. 9 mos.  
**Total time - 2 yrs**

### Phase 3b:

- Same as Phase 3 but with an additional level of parking on 17th St. Garage, and City Hall garage. With an extra parking level on these two garages, there is a gain of 321 public parking spaces.

\*\* New City Hall garage would be 6 levels (elev +50'-0") and provide 720 spaces - 417 of which would be for City employees, and 303 for public parking.

**Refer to Phasing Table, Column 3b**

**17th Street Master Plan  
Phasing Parking Analysis**

	PHASING	Today	1	2	3	3b*
PARKING AREA						
A. Lincoln Rd. Area *	City	300	0	0	0	0
	Public	1660	1960	1920	1700	1780
B. Preferred Lot	City	0	0	0	0	0
	Public	800	800	800	800	800
(Botanical Gardens)	Public	26	26	26	26	26
C. TOPA Parking	City	0	0	0	0	0
	Public	101	101	101	0	0
D. City Hall Parking	City	117	417	417	417	417
	Public	0	183	183	183	303
E. Overall Parking	City	417	417	417	417	417
	Public	2613	3070	3030	2709	2909
<b>TOTAL</b>		<b>3030</b>	<b>3487</b>	<b>3447</b>	<b>3126</b>	<b>3326</b>
SPACES GAINED		0	457	417	96	296

## PHASE 4



**Design:** RFP thru CDs - Approx. 12 mos.  
 Permitting - Approx. 3 mos.  
 Construction - Approx. 10 mos.  
**Total time - 2 yrs 1 mo**

### **Phase 4:**

- Preferred Lot developed: 120,000 sf Exhibition Space and 1900 space Garage (5 levels, elev 59'-6"). There is a gain of 1216 public parking spaces with the construction of the Convention Center garage

**Refer to Phasing Table, Column 4**

### 17th Street Master Plan Phasing Parking Analysis

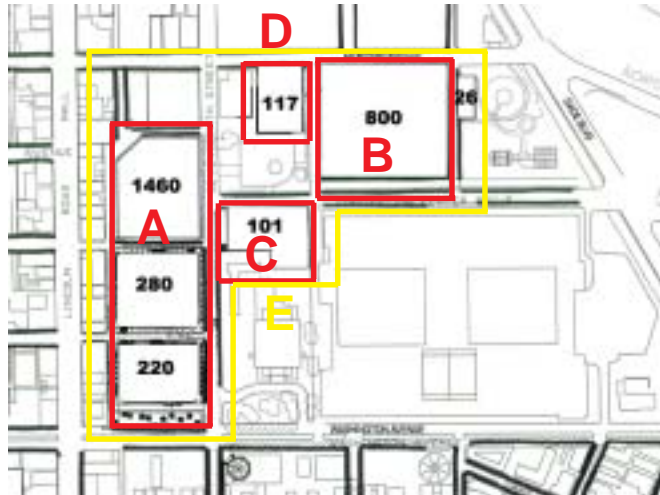
	PHASING	Today	1	2	3	3b*	4
<b>PARKING AREA</b>							
A. Lincoln Rd. Area *	City	300	0	0	0	0	0
	Public	1660	1960	1920	1700	1780	1700
B. Preferred Lot	City	0	0	0	0	0	0
	Public	800	800	800	800	800	1900
(Botanical Gardens)	City	26	26	26	26	26	26
	Public	0	0	0	0	0	0
C. TOPA Parking	City	101	101	101	0	0	0
	Public	117	417	417	417	417	417
D. City Hall Parking	City	0	183	183	183	303	183
	Public	417	417	417	417	417	417
E. Overall Parking	City	2613	3070	3030	2709	2909	3809
	Public	417	417	417	417	417	417
<b>TOTAL</b>		<b>3030</b>	<b>3487</b>	<b>3447</b>	<b>3126</b>	<b>3326</b>	<b>4226</b>
SPACES GAINED		0	457	417	96	296	1196



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**Phasing Option - A**  
 December 18, 2002

## PHASING OPTION - B



## PHASE 1



### 17th Street Master Plan Phasing -B Parking Analysis

	PHASING	Today
<b>PARKING AREA</b>		
A. Lincoln Rd. Area *	City	300
	Public	1666
B. Preferred Lot	City	0
	Public	800
(Botanical Gardens)	Public	26
C. TOPA Parking	City	0
	Public	101
D. City Hall Parking	City	117
	Public	0
E. Overall Parking	City	417
	Public	2593
<b>TOTAL</b>		<b>3010</b>
SPACES GAINED		0

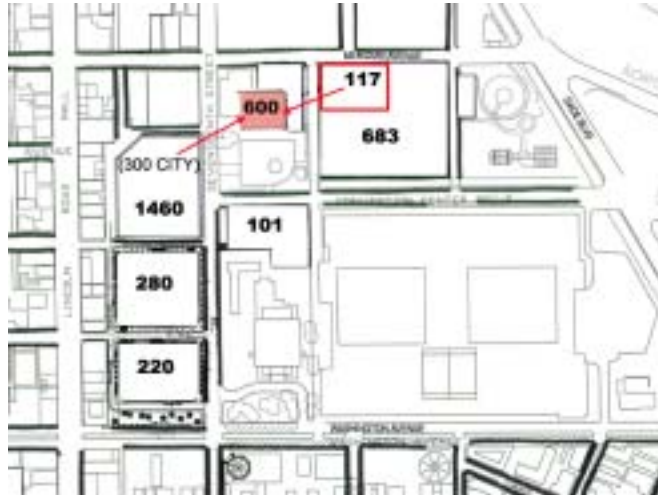
### Phase 1.1:

- In preparation for Phase 1 construction 117 city spaces should be temporarily relocated to the Preferred Lot.

- There would be a temporary loss of 117 spaces for public use from the Preferred Lot during 1 year of construction.



## PHASE 1



**Design:** RFP thru CDs - Approx 10 mos.  
 Permitting - Approx 3 mos.  
 Construction - Approx 12 mos.  
**Total time - 2 yrs 1 mo**

### **Phase 1.2:**

- New City Hall parking garage built: 5 levels (elev +41'-6") 600 spaces.

- Relocation of 117 temporary City spaces in P-Lot, and 300 City spaces from the Municipal garage to the new City Hall garage.

- 183 spaces would be made available for public parking in the City Hall garage, and 300 spaces would be made available for public parking in the Municipal garage.

- This improvement would lead to a gain of 477 public parking spaces.

**Refer to Phasing Table, Column 1**

17th Street Master Plan Phasing -B Parking Analysis			
	PHASING	Today	1
<b>PARKING AREA</b>			
A. Lincoln Rd. Area *	City	300	0
	Public	1666	1960
B. Preferred Lot	City	0	0
	Public	800	800
(Botanical Gardens)	Public	26	26
C. TOPA Parking	City	0	0
	Public	101	101
D. City Hall Parking	City	117	417
	Public	0	183
E. Overall Parking	City	417	417
	Public	2593	3070
<b>TOTAL</b>		<b>3010</b>	<b>3487</b>
SPACES GAINED		0	477



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**Phasing Option - B**  
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## PHASE 2



### Design:

#### Garage

RFP thru CDs - Approx. 10 mos.

Permitting - Approx. 3 mos.

Construction - Approx. 12 mos.

**Total time - 2 yrs 1 mo**

### Phase 2:

- South half of Preferred Lot would be developed into 120,000 sf multi-purpose hall with 4 levels of parking above (950 spaces).

- North half of Preferred Lot would remain open for outdoor exhibition with approximately 300 parking spaces.

- These improvements would lead to a gain of 927 spaces.

**Refer to Phasing Table, Column 2**

### 17th Street Master Plan Phasing -B Parking Analysis

	PHASING	Today	1	2
<b>PARKING AREA</b>				
A. Lincoln Rd. Area *	City	300	0	0
	Public	1666	1960	1960
B. Preferred Lot	City	0	0	0
	Public	800	800	1250
(Botanical Gardens)	Public	26	26	26
C. TOPA Parking	City	0	0	0
	Public	101	101	101
D. City Hall Parking	City	117	417	417
	Public	0	183	183
E. Overall Parking	City	417	417	417
	Public	2593	3070	3520
<b>TOTAL</b>		<b>3010</b>	<b>3487</b>	<b>3937</b>
SPACES GAINED		0	477	927

## PHASE 3



**Design:** RFP thru CDs - Approx. 12 mos.  
 Permitting - Approx. 3 mos.  
 Construction - Approx. 9 mos.  
**Total time - 2 yrs**

### Phase 3:

- West Lot of 17th St. site developed, because 300 city spaces were relocated to the new City Hall garage, there would now be room for the relocation of 280 public spaces from the west lot of 17th St. to the Municipal Garage.

- New World Symphony Sound Space built, and new 17th St. garage would also be built with 3 levels (elev +37'-0") and 240 spaces for public parking.

- The East lot of 17th St. would remain open for public parking (220 spaces), which leads to a temporary gain of 887 parking spaces.

- 17th Street improvements would be made from Convention Ctr. Dr. to Washington Ave, and Drexel Ave. would be closed at the South side of Lincoln Rd.

### Refer to Phasing Table, Column 3

17th Street Master Plan Phasing Parking Analysis					
	PHASING	Today	1	2	3
<b>PARKING AREA</b>					
A. Lincoln Rd. Area *	City	300	0	0	0
	Public	1666	1960	1960	1920
B. Preferred Lot	City	0	0	0	0
	Public	800	800	1250	1250
(Botanical Gardens)	Public	26	26	26	26
C. TOPA Parking	City	0	0	0	0
	Public	101	101	101	101
D. City Hall Parking	City	117	417	417	417
	Public	0	183	183	183
E. Overall Parking	City	417	417	417	417
	Public	2593	3070	3520	3480
<b>TOTAL</b>		<b>3010</b>	<b>3487</b>	<b>3937</b>	<b>3897</b>
SPACES GAINED		0	477	927	887



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Phasing Option - B  
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## PHASE 4



- Construction of the new 17th St. garage and NWS could begin simultaneously in Phase 3. The NWS would continue construction for approximately one year after the completion of the garage. At which point Phase 4 would begin with the development of the civic park. This would consolidate the time period during which construction would occur on the 17th St. lots and allow for both the park and NWS to finish construction at the same time and have a grand opening.

*Refer to Phasing Table, Column 4*

**Design:** RFP thru CDs - Approx. 12 mos.  
 Permitting - Approx. 3 mos.  
 Construction - Approx. 9 mos.  
**Total time - 2 yrs**

### **Phase 4:**

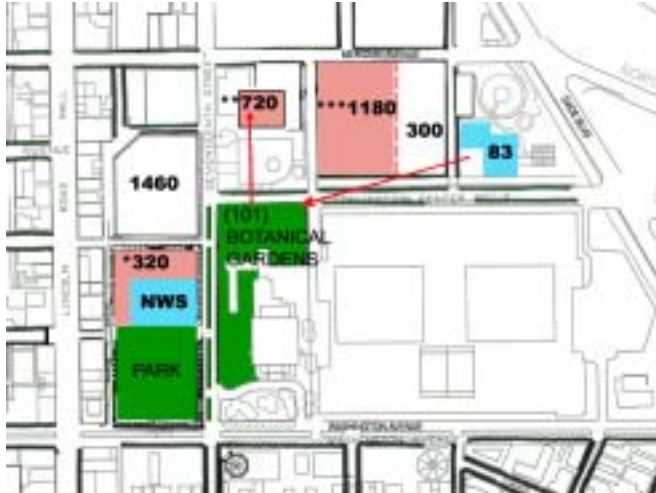
- East lot of 17th St. developed into civic Park
- Relocation of 101 Public spaces from the TOPA parking lot to the new City Hall garage. Botanical Gardens Relocated to TOPA lot.
- There is a total gain of 566 public parking spaces.

### 17th Street Master Plan Phasing Parking Analysis

	PHASING	Today	1	2	3	4
<b>PARKING AREA</b>						
A. Lincoln Rd. Area *	City	300	0	0	0	0
	Public	1666	1960	1960	1920	1700
B. Preferred Lot	City	0	0	0	0	0
	Public	800	800	1250	1250	1250
(Botanical Gardens)	Public	26	26	26	26	26
C. TOPA Parking	City	0	0	0	0	0
	Public	101	101	101	101	0
D. City Hall Parking	City	117	417	417	417	417
	Public	0	183	183	183	183
E. Overall Parking	City	417	417	417	417	417
	Public	2593	3070	3520	3480	3159
<b>TOTAL</b>		<b>3010</b>	<b>3487</b>	<b>3937</b>	<b>3897</b>	<b>3576</b>
SPACES GAINED		0	477	927	887	566



## PHASE 4b



### Phase 4b:

- Same as Phase 4 but with an additional level of parking on the new 17th St. Garage, and the new City Hall garage. With an extra parking level on these two garages, there is a gain of 200 additional public parking spaces.

- The total parking gain for this phase is 996 spaces.

### Refer to Phasing Table, Column 4b

**Design:** RFP thru CDs - Approx. 12 mos.  
 Permitting - Approx. 3 mos.  
 Construction - Approx. 10 mos.  
**Total time - 2 yrs 1 mo**

## 17th Street Master Plan Phasing Parking Analysis

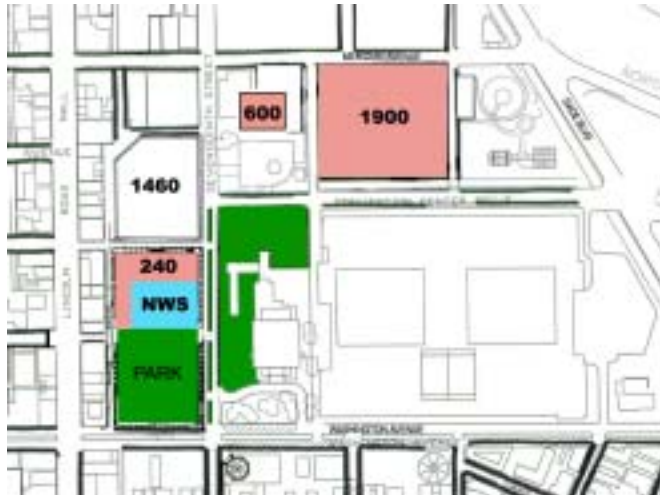
PARKING AREA	PHASING	Today	1	2	3	4	4b*
A. Lincoln Rd. Area *	City	300	0	0	0	0	0
	Public	1666	1960	1960	1920	1700	1780
B. Preferred Lot (Botanical Gardens)	City	0	0	0	0	0	0
	Public	800	800	1250	1250	1250	1480
	Public	26	26	26	26	26	26
C. TOPA Parking	City	0	0	0	0	0	0
	Public	101	101	101	101	0	0
D. City Hall Parking	City	117	417	417	417	417	417
	Public	0	183	183	183	183	303
E. Overall Parking	City	417	417	417	417	417	417
	Public	2593	3070	3520	3480	3159	3589
<b>TOTAL</b>		<b>3010</b>	<b>3487</b>	<b>3937</b>	<b>3897</b>	<b>3576</b>	<b>4006</b>
SPACES GAINED		0	477	927	887	566	996



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## PHASE 5



### **Phase 5:**

- Completion of Convention Center garage, with a total of 1900 spaces for events and public parking - 5 levels (top deck elev +59'-6")
- This final phase represents a total gain of 1,216 public spaces.

**Refer to Phasing Table, Column 5**

### **Design:**

RFP thru CDs - Approx. 12 mos.  
 Permitting - Approx. 3 mos.  
 Construction - Approx. 10 mos.  
**Total time - 2 yrs 1 mo**

## 17th Street Master Plan Phasing Parking Analysis

	PHASING	Today	1	2	3	4	4b*	5
<b>PARKING AREA</b>								
A. Lincoln Rd. Area *	City	300	0	0	0	0	0	0
	Public	1666	1960	1960	1920	1700	1780	1700
B. Preferred Lot	City	0	0	0	0	0	0	0
	Public	800	800	1250	1250	1250	1480	1900
(Botanical Gardens)	Public	26	26	26	26	26	26	26
C. TOPA Parking	City	0	0	0	0	0	0	0
	Public	101	101	101	101	0	0	0
D. City Hall Parking	City	117	417	417	417	417	417	417
	Public	0	183	183	183	183	303	183
E. Overall Parking	City	417	417	417	417	417	417	417
	Public	2593	3070	3520	3480	3159	3589	3809
<b>TOTAL</b>		<b>3010</b>	<b>3487</b>	<b>3937</b>	<b>3897</b>	<b>3576</b>	<b>4006</b>	<b>4226</b>
SPACES GAINED		0	477	927	887	566	996	1216

**Phasing Option - B**

**17th Street Study Proposed Redevelopment Plan**

CITY OF MIAMI BEACH, MIAMI BEACH, FLORIDA



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## APPENDIX 1:

### **17<sup>th</sup> Street Master Plan Citywide Community Input Meeting Schedule**

#### **April 7, 2001**

*Convention Center Advisory Board*

Zyscovich 17<sup>th</sup> Street Master Plan scope overview & input session  
Miami Beach Convention Center

#### **May 4, 2001**

*Lincoln Road Visioning Workshop*

Zyscovich 17<sup>th</sup> Street Master Plan scope overview & input session  
Miami Beach Community Church

#### **May 11, 2001**

*Business and Community Meeting (#1)*

Zyscovich 17<sup>th</sup> Street Master Plan scope overview & input session  
Miami Beach City Hall

#### **May 24, 2001**

*Collins Avenue Hotel Task Force*

Zyscovich 17<sup>th</sup> Street Master Plan scope overview & input session  
Delano Hotel

#### **May 29, 2001**

*City of Miami Beach Planning Board*

Zyscovich 17<sup>th</sup> Street Master Plan scope overview & input session  
Miami Beach City Hall

#### **June 8, 2001**

*Lincoln Road & Washington Ave Task Force*

Zyscovich 17<sup>th</sup> Street Master Plan scope overview & input session  
Miami Beach Community Church

#### **June 18, 2001**

*Greater Miami Convention and Visitor's Bureau*

*Meeting with Bill Talbet and Al West*

Zyscovich 17<sup>th</sup> Street Master Plan scope overview & input session  
Greater Miami Convention and Visitor's Bureau Office

#### **June 20, 2001**

*Miami Beach Convention Center*

*Meeting with Doug Tober*

Zyscovich 17<sup>th</sup> Street Master Plan scope overview & input session  
Zyscovich's Office

#### **June 28, 2001**

*Botanical Garden Board Members*

Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session  
Miami Beach Botanical Garden

#### **July 2, 2001**

*City of Miami Beach Task Force Workshop (#1)*

*Zyscovich 17<sup>th</sup> Street Master Plan*

*Preliminary Review of Alternatives*

*Miami Beach City Hall*

#### **July 10, 2001**

*City of Miami Beach Chamber of Commerce*

Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session  
Mount Sinai

#### **July 12, 2001**

*City of Miami Beach Convention Center*

*Meeting with Dough Tober*

Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session  
Miami Beach Convention Center

#### **July 13, 2001**

*Meeting with Dade County Commissioner Barreiro*

Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session  
Miami Beach City Hall

#### **July 23, 2001**

*Meeting with Dade County Commissioners*

*Barreiro and Alvarez (MDTA)*

*Zyscovich 17<sup>th</sup> Street Master Plan*

*Bus Route Changes: review & input session*

*Commissioner Barreiro's Office*

#### **July 30, 2001**

*Miami-Dade Transportation Authority #1*

*Review proposed bus route changes*

*Zyscovich Inc*

#### **August 16, 2001**

*City of Miami Beach Task Force Workshop #2*

*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session*

*Miami Beach City Hall*

### **17th Street Master Plan - Community Meeting Schedule**

June 26, 2002



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**September 4, 2001***Holocaust Memorial**Meeting with Kenneth Triester*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Coconut Grove

**September 21, 2001***City of Miami Beach Boards Workshop**Planning Board, HP Board and DRB*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Miami Beach City Hall

**September 26, 2001***Met with Paul and Pablo Cejas*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Zyscovich Inc.

**October 4, 2001***Lincoln Road Task Force*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Romi Restaurant

**October 15, 2001***NWS Executive Committee*Zyscovich 17<sup>th</sup> Street Master Plan scope presentation

Grand Bay Hotel

**October 17, 2001***City Commission Presentation*Zyscovich 17<sup>th</sup> Street Master Plan scope presentation**Adoption of preliminary proposed Master Plan**

Miami Beach City Hall

**October 23, 2001***Joint Meeting of the Convention Center Advisory and Capital**Development Oversight Committees*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Miami Beach Convention Center

**October 31, 2001***Met with Mr. Restrepo*Zyscovich 17<sup>th</sup> Street Master Plan scope presentation

Zyscovich. Inc

**November 8, 2001***EDAW*17<sup>th</sup> Street Master Plan Streetscape coordination session

Zyscovich Inc.

**November 12, 2001***MDPL*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

1001 Ocean Drive

**November 18, 2001***Community Meeting (#2)*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Miami Beach Community Church

**November 26, 2001***Dade Cultural Alliance Meeting*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Dade-County School Board

**November 27, 2001***Miami-Dade Transportation Authority (#2)*

Finalize Bus route changes

Miami Beach City Hall

**November 29, 2001***Community Meeting (#3)**Business Community Meeting*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Miami Beach Convention Center

**December 6, 2001***Arts, Culture & Entertainment*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Miami Beach Convention Center

**December 26, 2001***Community Meeting (#4)**Arts, Culture & Entertainment*Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session

Miami Beach Convention Center

**17th Street Master Plan - Community Meeting Schedule*****17th Street Study Proposed Redevelopment Plan***

CITY OF MIAMI BEACH, FLORIDA

**January 7, 2002**

*Transportation and Parking Committee*

Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session  
Miami Beach Convention Center

**February 20, 2002**

*Drexel Avenue*

Zyscovich 17<sup>th</sup> Street Master Plan scope review & input session  
Miami Beach Convention Center

**May 28, 2002**

*Planning Board Presentation*

Zyscovich 17<sup>th</sup> Street Master Plan Presentation  
Miami Beach City Hall

**May 29, 2002**

*City Commission Presentation*

Zyscovich 17<sup>th</sup> Street Master Plan Presentation  
Miami Beach City Hall

**June 19, 2002**

*City Commission Presentation*

Zyscovich 17<sup>th</sup> Street Master Plan Presentation  
Miami Beach City Hall



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## APPENDIX 2: 17th Street Master Plan - Estimate of Proposed Capital Costs

Project	Cost Estimate	Status	Funding Options	Basis for Assumptions
<b>17th Street Surface Lot:</b>				
NWS Soundspace	\$40,000,000	❖	NWS	NWS Estimate
350-space parking facility	\$5,250,000	❖	CDT, TIF, Grant funds	\$15,000/space - Comparable projects
Park Development	\$10,000,000	❖	CDT, TIF, Grant funds	
<b>City Hall Garage (500 spaces) w/ shuttle charging facility</b>	\$7,500,000	❖	CDT, TIF, Grant funds	\$15,000/space - Comparable projects
<b>Convention Center Expansion:</b>				
50,000 s.f. +/- multi-purpose facility	\$15,000,000	❖	CDT	Based on report by Conventions, Sports & Leisure (CSL), dated 11/5/01 (\$250/sf buildout & \$20,000-space)
2000-space +/- parking facility w/ 35-ft clear 1st flr exhibit space	\$40,000,000		CDT	Based on TVS&A Sept, 1997, Report
<b>17th Street Garage - East façade retail modification</b>	\$800,000	❖	CDT, TIF	20 spaces @ 400 sq.ft ea \$100/sq.ft
<b>Botanical Garden Improvements</b>				
Existing location	\$300,000	◆	G.O. Bond, Grant funds	
Relocation - location to be determined	\$3,800,000	❖	G.O. Bond, Grant funds	Curtis & Rogers Master Plan
<b>21st Street Community Ctr. /Convention Ctr. Improvements</b>	\$2,000,000	❖		17th Street Master Plan Estimate - Zyscovich
<b>Bass Museum Phase II Improvements</b>	\$9,000,000	◆		
<b>Collins Canal &amp; Greenway Path</b>	\$500,000	◆	G.O. Bond	
<b>Beachwalk Project</b>	\$3,000,000	◆	TIF	Plan Specs prepared by Coastal Systems - Jan 1999
<b>Collins Park Improvements</b>	\$1,600,000	◆	TIF	Preliminary estimates prepared by R.M. Stern
<b>Streetscape Projects:</b>				
Drexel Ave Improvements (Lincoln Lane South - Lincoln Lane North)	\$175,000	❖	TIF	350 l.ft. @ \$500/ft
Lincoln Road Extension	\$365,000	❖	TIF	522 l.ft. @ \$700/ft
16th Street Improvements (Alton Rd - Washington Ave)	\$1,200,000	◆	TIF	3000 l.ft. @ \$400/ft (actual)
17th Street Improvements (Collins Ave - Washington Ave)	\$1,513,200	❖	TIF	3900 l.ft. @ \$500/ft
Pennsylvania Ave Improvements (Lincoln Lane South - 17th St)	\$104,400	❖	TIF	300 l.ft. @ \$500/ft
Meridian Ave Improvements Extension (17th St - Dade Blvd Bridge)	\$320,000	❖	TIF	600 l.ft. @ \$500/ft
Convention Center Drive (17th Street - Dade Blvd)	\$630,000	❖	TIF	900 l.ft. @ \$700/ft
Extension of Espanola Way (Collins - Washington Ave)	\$210,000	◆	G.O. Bond	300 l.ft. @ \$700/ft
<b>Streetend Projects:</b>				
Lincoln Road	\$275,000	◆	Public/Private	Plan Specs prepared by Coastal Systems
17th Street	\$275,000	◆	CDT	Plan Specs prepared by Coastal Systems
18th Street	\$275,000	◆	CDT	Plan Specs prepared by Coastal Systems
20th Street	\$150,000	◆	Public (TIF)/Private	
<b>Total Estimated 10 year Capital Expenditures:</b>	<b>\$140,442,600</b>	<b>TO</b>	<b>\$143,942,600</b>	
Note: ❖ Proposed Amendment Projects				
Note: ◆ Previously Planned Projects				
Note: The above detailed statement of projected costs has been prepared in accordance with Chapter 163.362 (9) , Florida Statutes. It should be noted that the Redevelopment Agency does not anticipate incurring indebtedness to fund the proposed projects. It should also be noted that the estimates are based on average construction costs in today's values and are subject to change.				





## APPENDIX 3: Supporting Documents

### Contents:

Section 1	City of Miami Beach Commission Memo, March 1, 2001
Section 2	New World Symphony Memo, September 13, 2001
Section 3	FP & L Vault Relocation Analysis
Section 4	Transportation & Parking Committee Meeting Minutes
Section 5	17th Street Garage Retrofit Analysis
Section 6	Miami-Dade Transportation Authority Letter
Section 7	Kenneth Triester Letter
Section 8	CMB Regular Agenda: Oct 17, 2001 & May 29, 2002
Section 9:	MBRDA Letter, April 30, 2002
Section 10:	CMB Letter from the Manager, Nov 21, 2001
Section 11:	Commission Meeting, June 14, 2002







## APPENDIX 3: Supporting Documents

Section 1      City of Miami Beach Commission Memo, March 1, 2001



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## APPENDIX 3: Supporting Documents

Section 2      New World Symphony Memo, September 13, 2001



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## APPENDIX 3: Supporting Documents

### Section 3      FP & L Vault Relocation Analysis



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## APPENDIX 3: Supporting Documents

### Section 4      Transportation & Parking Committee Meeting Minutes



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## APPENDIX 3: Supporting Documents

### Section 5      17th Street Garage Retrofit Analysis



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## APPENDIX 3: Supporting Documents

Section 6      Miami-Dade Transportation Authority Letter



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## APPENDIX 3: Supporting Documents

Section 7      Kenneth Triester Letter



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## APPENDIX 3: Supporting Documents

Section 8      CMB Regular Agenda: Oct 17, 2001 & May 29, 2002



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## APPENDIX 3: Supporting Documents

Section 9      MBRDA Letter, April 30, 2002



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## APPENDIX 3: Supporting Documents

Section 10      CMB Letter from the Manager, Nov 21, 2001



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Section 11: Commission Meeting, June 14, 2002



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## APPENDIX 4: Related Projects

### Contents:

Section 1	Las Ramblas at Drexel Avenue
Section 2	Flamingo / Lumus Proposed Future Capital Improvements
Section 3	Preliminary Traffic Study
Section 4	Roster of Documents





## APPENDIX 4: Related Projects

Section 1      Las Ramblas at Drexel Avenue



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## APPENDIX 4: Related Projects

Section 2      Flamingo / Lumus Proposed Future Capital Improvements



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# FLAMINGO LUMMUS

## CITY OF MIAMI BEACH PROPOSED NEIGHBORHOOD CAPITAL IMPROVEMENTS PROGRAM



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**15** FUNDED CAPITAL IMPROVEMENT  
G.O. BOND PROJECTS



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## APPENDIX 3: Supporting Documents

### Section 3 Preliminary Traffic Study



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## APPENDIX 3: Supporting Documents

### Section 4 Roster of Documents



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## 17th Street Urban Design Study Roster of Documents

UPDATED	Roster of Material	Type of Media	Prepared by	Date of Document	Date Received
24-Sep-01					
	<b>1</b> Task I - Technical Memorandum / Intermodal Feasibility Study	Bound booklet	Corradino	1-Aug-00	20-Mar-01
	<b>2</b> Task II - Technical Memorandum / Marketing Analysis	Bound booklet	Corradino	3-Oct-00	20-Mar-01
	<b>3</b> Miami Beach Intermodal Feasibility Study	Bound booklet	Corradino	Fall 2000	20-Mar-01
	<b>4</b> CMB - 17th St. Lot Plan / As Built	Blueprint Sheets 12-17 of 17	Ramp Associates	17-Apr-98	22-Mar-01
	<b>5</b> CMB - 17th St., Parking Lot, and Lincoln Ln. / As Built - Electrical and Irrigation Runs	Blueprint Sheet PA 93 (1 of 1)	Public Works D. Rodriguez	21-Mar-01	22-Mar-01
	<b>6</b> CMB -Lincoln Ln. Parking & 17th St. Improvement	Blueprint Sheet PA 58 K (A-2 of 6)	Bliss Engineering Co.	14-Feb-58	22-Mar-01
	<b>7</b> CMB - Site Plan - Old parking deck, Gleason Theater, City Hall	Blueprint Single sheet	Public Works	1-Jan-52	22-Mar-01
	<b>8</b> CMB - Site Plan - Municipal Parking Garage, Lincoln Ln., Lincoln Rd.	Blueprint Single sheet	Public Works	??	22-Mar-01
	<b>9</b> Draft RFP - Market and Economic Analysis of Convention Space	Booklet (1 duplicate)	CMB	9-Jan-01	22-Mar-01
	<b>10</b> RFP - Hotel Complex Convention Center	Bound booklet	CMB	1981	22-Mar-01
	<b>11</b> Report on Admin's S. Beach Strategic Plan Working Group	Booklet	CMB	1-Mar-01	22-Mar-01
	<b>12</b> CMB - Interoffice Memo 17th St./ Wash. Ave. Surface Lot Analysis	3 pages	CMB	22-Mar-01	22-Mar-01
	<b>13</b> Miami Today - Article in Office Space	2 pages	Miami Today	15-Mar-01	22-Mar-01

<b>15</b> Memo	1 page e-mail	Miguel Bretos	20-Mar-01	22-Mar-01
<b>16</b> Summary of Findings for Proposed Convention Headquarter Hotel	50+ page Booklet	Laventhol & Horwath	Mar-90	20-Mar-01
<b>17</b> MB Historic Convention Village Study: Phase I	40+ page Booklet	Wallace Roberts & Todd Zyscovich Inc.	Sep-92	20-Mar-01
<b>18</b> CMB Market Study	95 page Booklet	CMB Community / Economic Development Department	Jun-00	20-Mar-01
<b>19 REQUESTED</b>	<b>ALL PLANS AND STUDIES FOR THE CONVENTION HALL AND PROPOSED ADDITIONS</b>			NOT YET RECEIVED
<b>20</b> Lincoln Lane Parking Area / 17th Street Improvement	Blueprint Copies 9 sheets	Bliss Engineering Co.	15-Feb-58	20-Mar-01
<b>21</b> Aerial Photographs from 1994, 85,79, 73, 65, 59, 54, 29, 1927	Copies from CMB	CMB	1994 - 1927	30-Mar-01
<b>22</b> Miami Beach Historic Districts and Historic Sites	2 color Maps	CMB	23-Jun-05	30-Mar-01
<b>23</b> CMB - Plans for Proposed Espanola Way	1 set of drawings	Corradino	21-Jul-00	30-Mar-01
<b>24</b> Parking System Improvements 17th Street Lot	1 blueprint	Ramp Associates	29-Feb-96	22-Mar-01
<b>25 REQUESTED</b>	<b>DADE BLVD. STUDY TO BE RECEIVED FROM JOSEPH JOHNSON</b>			
<b>26</b> Sound Space - At the NWS Interim Report	Bound booklet	Projectcore Inc.	7-Sep-00	10-Apr-01
<b>27</b> Sound Space - At the NWS Interim Report - Program Development	Bound booklet	Projectcore Inc.	7-Sep-00	10-Apr-01
<b>28</b> Lincoln Road Improvement Plans	Bound booklet			1-Jul-01
<b>29</b> Holocaust Memorial Museum	Bound booklet			1-Aug-01